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Hongkong Sunday Herald.

THE LARGEST CIRCULATION IN SOUTH CHINA.

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HONG KONG, SUNDAY, JUNE 8, 1930.

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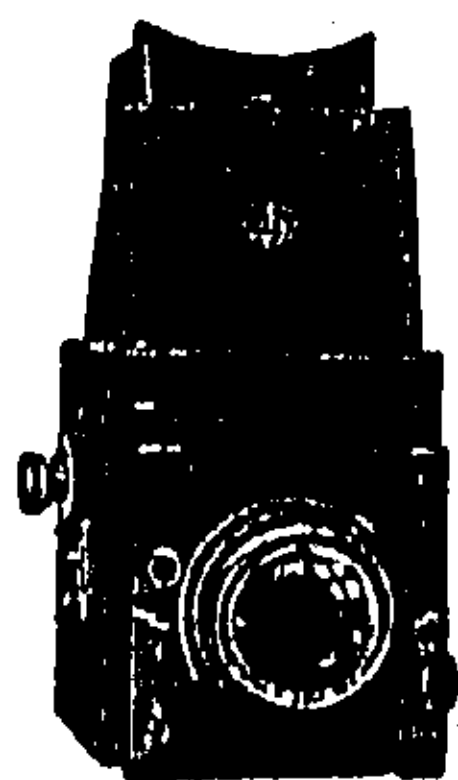
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Heavy Going Affects Form.

INIMITABLE ZORHAN.

Silver Queen "Puts One Over."

Grey skies and intermittent rain squalls did not prevent a large gathering of hardy race enthusiasts, including His Excellency the Governor, from attending the first day of the Sixth Extra Race Meeting yesterday. They were rewarded with some fine sport, and the luckier ones with some finer dividends.

The heavy going played havoc with the form book, and after Shanghai Beau had started the ball rolling with a most acceptable winning dividend of \$72.50 in the third race, Mountain Oak, not to be outdone, turned in \$85.20 in the sixth event on the card.

Fifty Fifty chipped in with \$45.20 two races later, but it was left to Silver Queen to set everybody singing in the rain with a dividend of \$134.90 immediately afterwards.

CHINESE OWNERS IN LUCK.

These dividends must have been particularly pleasing to Messrs. Wong and Tang. After narrowly missing a coup with Peppercorn in the first race, they had the pleasure of seeing their ponies Mountain Oak and Silver Queen turn in the attractive prices already quoted. Most decidedly this was their lucky day, and no doubt to them the clouds were lined with sunshine!

Times were naturally on the slow side, but all things considered, the sport was of a high order, with one or two close finishes, and a dead heat for second place in the June Handicap "B" Class.

That wonderful pony Zorhan "copped" the Aggregate Stakes, as wisecracks had prophesied, although Spearpoint, the newcomer from Shanghai, showed real class, and gave the bay a good run for the money. The official verdict was half a length in favour of Zorhan, but Mr. Harriman, his rider, won sitting up, and did not seem to call upon his mount for anything special. The bay just hung on until the distance, and his remarkable finish did the rest. But Spearpoint will win lots of races here too! Royal Flush, for once, was out of his class.

Vastly Improved Pony.

Nationalist II accounted for the June Handicap "A" Class in easy fashion, and is obviously a vastly improved pony. Carnival Eve could not hold the pace set up earlier on, whilst Christmas Chimes, who was greatly fancied, ran below usual form.

Mr. Heard piloted Osiris to victory in the Sub-Griffins "B" Handicap, overhauling Sonny Boy in the last fifty yards or so to win by a length. Many punters who thought they had a "good thing" on here had to tear up their tickets! Tough luck!

Mr. Heard, in fact, had a great day, riding two firsts, a second, and three thirds out of seven starts. Mr. Bullock had two good wins, on Nationalist and Fifty Fifty, and Mr. Harriman had a first and three seconds. And Mr. "Benny" Proulx, after staggering the punters with a dividend of \$34.30 at the last Extra Meeting, rode Shanghai Beau to victory again for another thumping payment. Students of form should note this in their hats!

The decision to revert to the original starting time, 2 o'clock, proved to be a wise one, and the racing was much more enjoyable, in the writer's opinion, at least, than on the last occasion. Starting, too, was much better, and there was far less delay between the races.

Altogether a most entertaining afternoon's sport, with sufficient upsets to give an added zest to the proceedings.

1.—Griffins Summer Handicap: "A" Class: One Mile.—For China Ponies, Griffins of Season 1930 which have started at least twice. Top weight not to exceed 160 lb. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200. W. T. Stanton's Mike 147 lb. (Mr. Stanton) 1

(Continued on Page 4.)

HAVE YOU WON?

Lucky Numbers in Cash Sweeps

YESTERDAY'S DRAWINGS.

Cash sweeps at the Jockey Club's sixth extra race meeting held on June 7 resulted as follows:

Race 1.
No. 112 \$992.60
" 344 285.60
" 341 141.80
Unplaced runners (\$50 each), Nos. 28, 314, 284.

Race 2.
No. 284 \$1,146.60
" 45 327.60
" 167 163.80
Unplaced runners (\$50 each), Nos. 72, 331, 475.

Race 3.
No. 431 \$1,087.60
" 293 310.80
" 67 155.40
Unplaced runners (\$50 each), Nos. 204, 218, 321, 452, 108, 62, 286, 442, 382, 583, 523.

Things That Matter.

Today's Diary.

Whit Sunday (Pentecost). Sailors' and Soldiers' Home, Service Men's Bible Class, 3 p.m.; Social Evening, 8.30 p.m.

Tea Dance, Repulse Bay Hotel, 4.30 p.m.

Queen's Theatre—"The Shannons of Broadway."

Star Theatre—"Seventh Heaven."

World Theatre—"None But the Brave," 5.10 p.m. and 9.20 p.m.; "Reminiscence of Peking," Chinese picture, 2.30 p.m. and 7.15 p.m.

Majestic Theatre—"Tell It to Sweeney."

Tides—High, 7.28 a.m. and 8.35 p.m.; Low, 3.11 a.m. and 2.15 p.m.

Lighting-up Time—7.06 p.m.

Home Mails.

Outward—To-morrow (President Jefferson) via Siberia.

The Weather.

The forecast for to-day as issued by the Royal Observatory yesterday evening is:

Pressure is highest in the Pacific to the east of the Bonins and is relatively low in a trough extending from Annam across the north China Sea and North Luzon to the Pacific.

North east or variable winds; moderate; cloudy generally, with occasional rain.

The Royal Observatory's weather report and forecast for the 24 hours up to 10.30 a.m. to-day states:

Pressure is relatively high over the Lower Yangtze Valley.

An area of low pressure extends from Tonking, to the Bashi Channel.

Forecast—N.W. or variable winds; moderate; generally overcast, occasional rain.

The Dollar.

Yesterday's closing rate for the dollar on demand was 1/3, showing a drop of 1/4 on Friday. Last Sunday it was 1/4-3/16.

Race 4.

No. 402 \$2,704.80
" 201 772.80
" 98 356.40
Unplaced runners (\$100 each), Nos. 624, 271, 934, 427.

Race 5.

No. 310 \$1,475.60
" 651 421.60
" 650 210.80
Unplaced runners (\$50 each), Nos. 463, 171, 539, 128, 354, 23, 286, 600, 185, 128.

Race 6.

No. 16 \$1,471.40
" 311 420.40
" 313 210.20
Unplaced runners (\$50 each), Nos. 101, 78, 320, 462, 238, 639, 56, 220, 54.

Race 7.

No. 236 \$1,781.80
" 436 404.80
" 18 247.40
Unplaced runner (\$50), No. 77.

Race 8.

No. 436 \$1,500.80
" 604 321.60
" 102 151.60
Unplaced runners (\$50 each), Nos. 63, 120, 539, 314, 589, 486, 429, 170.

(Continued at foot of next column.)

BRITONS WITHDRAW FROM TSINANFU.

Fierce Fighting Makes City a Danger Spot.

STAFF WIPE OUT.

Rebel C-in-C. Reported to Have Been Killed.

According to the latest advices received here, some of the fiercest fighting so far experienced in the Northern campaign between the Allied rebel forces and the Nationalist troops is taking place. Tsinanfu has become a danger spot and is likely to be the centre of a desperate struggle for the ascendancy.

So great is the danger that most of the foreign residents of the city, including several British subjects, are withdrawing and taking their families with them. Even officials have thought it wiser to evacuate and have deserted their posts.

STRUGGLE FOR SUPREMACY.

Peking, Yesterday. According to independent foreign reports, the Nanking troops are withdrawing from the Lung-hai front in the face of dogged attacks by the rebels.

A further communique from Chengchow claims that two Brigades attached to the National Army, and numbering over 7,000 strong, have deserted and turned over to the Northerners at Hanchang. They were formerly under the command of General Feng Chan-wu, who is now imprisoned at Nanking.

Devastating Raid.

Nanking, Yesterday. An official communique states: "During one of our aerial raids on June 5, Fan Chung-hsiu, the C-in-C. of the advance forces of the rebels on the Pehai line and his entire staff, were wiped out."

As a result of this disaster the enemy has been thrown into great confusion and has started retreating to the north, thus enabling our troops to menace the rear of the enemy on the Lung-hai front.

News of Fan Chung-hsiu's demise has been confirmed by his family, who are residing at the International Settlement at Shanghai.

Two Spies Shot.

Foochow, Last Night. Following a clash beyond the Upper Bridge between Liu Hsing, commanding 56th Division, and Lu Hsin-bang, many Chinese residents are leaving the city.

Two spies from Lu Hsin-bang's headquarters were captured in a city restaurant yesterday and have been shot. The situation here is quiet, and foreigners remained unperturbed.

Earlier News.

Peking, Yesterday. A communique from Chengchow states that in spite of reinforcements rushed to the Lung-hai front to assist the Nanking troops, the Northerners advanced unchecked.

Sun Tien-ying, who is in Peking, is advancing on Hsuehchow. Spies report that the Nanking troops holding the Peking-Hankow railway are preparing to withdraw owing to the enemy's threatened advance to Hankow. Military supplies are already being removed to the south of Wushenkuan.—Reuter.

Allied Victories.

Nanking, Thursday. Mr. Liu Lu-yen, of the Department of Publicity, in the presence of over 20 Press representatives, made the following statements on June 5:—

1.—That the militarists have despatched delegates to Japan to negotiate a loan for the purchase of arms and munitions. It is learned that the draft contract for the loan has been initiated by both parties in which the militarists guarantee certain privileges as security.

2.—That Feng Yu-hsiang has commissioned special officers to buy over all the Japanese news agencies operating in China, hence the false reports current within the last ten days, regarding the victories of the allied forces.

3.—That a sum of \$200,000 has been allocated for the purpose of maintaining the front.

4.—That the 2nd Training Division are now defending the line extending from Changsha to Chuchow, while the Cantonese forces, who arrived at Pechow on June 1, are pushing forward to Minhsien and Laiyang.

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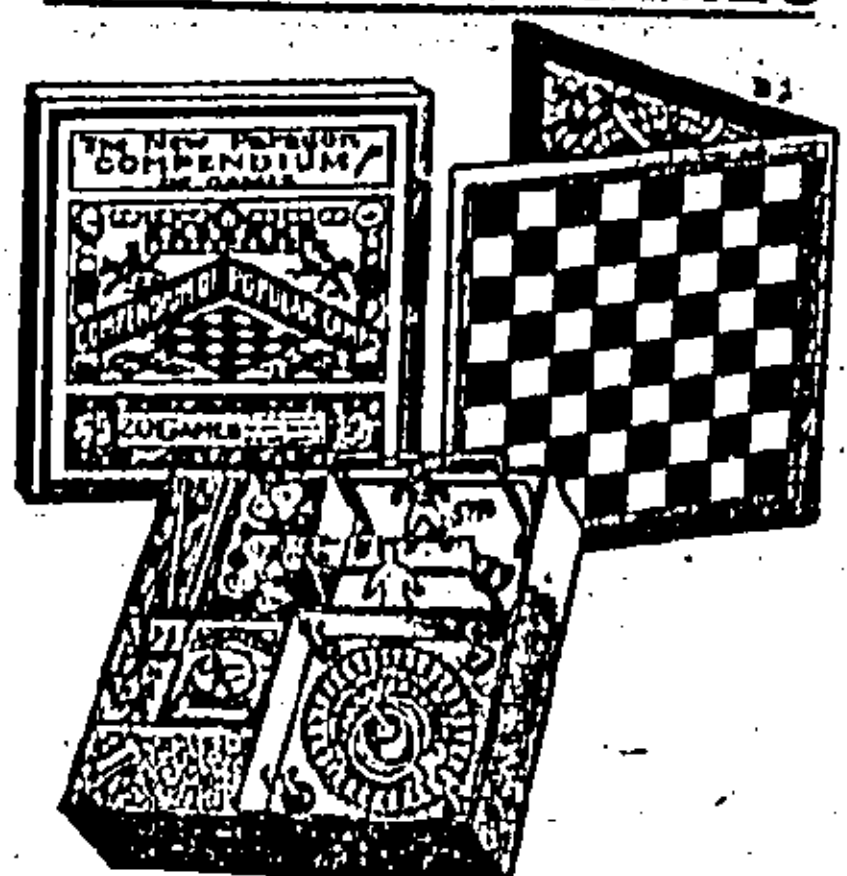
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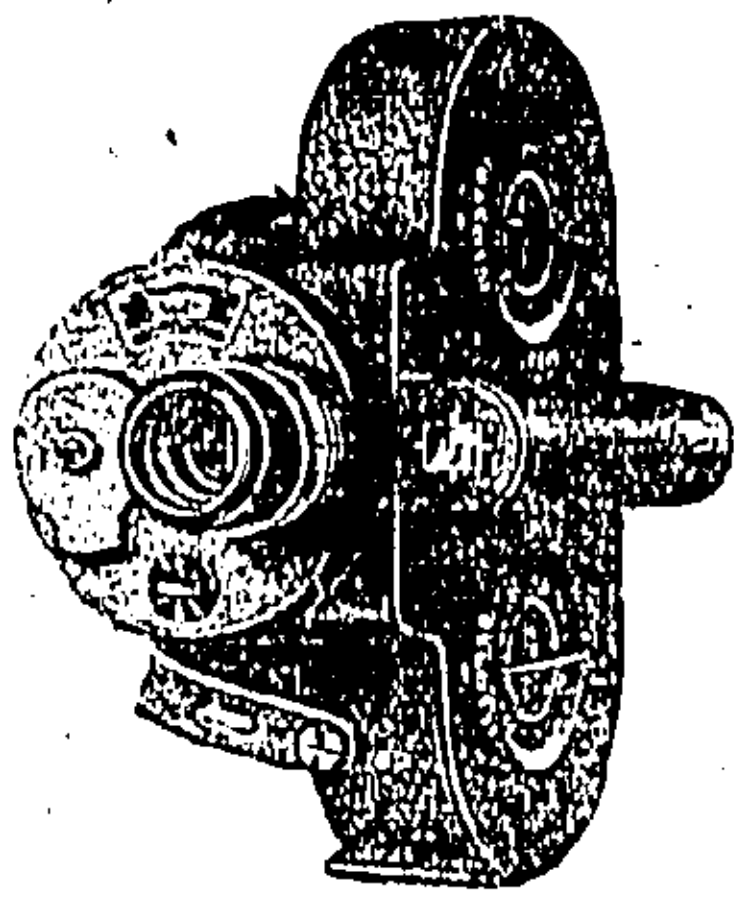
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CRICKET GOSSIP.

K. S. Dulcepsinhji, the Sussex batsman, achieved a wonderful triumph in playing the highest innings ever made for Sussex. Curiously, his uncle, Ranjitsinhji, held the record with 285 against Somerset at Taunton, and this year, when he is president of Sussex, his nephew has beaten that performance. Going in when the first wicket fell, Dulcepsinhji batted with delightful ease and grace until twenty minutes past six. How much he dominated the play is shown by the fact that of the Sussex score of 521 he was responsible for 333.

His innings, which extended over five hours and a half, was a joy to watch. He faced all the bowling with splendid skill and confidence, bringing into use every kind of stroke. He pleased particularly by his cuts and pulls, but when on-driving he was equally correct in his timing. In spite of a slow outfield before lunch, he hit a 6 and thirty-four 4's.

Passing his previous highest score—264 not out, for Cambridge against Middlesex, in 1927—Dulcepsinhji joined Tate in a brilliant display of hitting after tea. The pair got so thoroughly on top of the bowling that the sixth wicket put on 255 in an hour and three-quarters. Tate, driving and pulling with power, obtained two 6's and ten 4's.

Lancashire, who have an unenviable reputation for being the slowest scoring county in the championship, have not mended their ways this season. At Gloucester, Watson scored 50 in ninety minutes and then spent another hour and a half getting an additional 14. E. Tyldesley stayed two hours and twenty minutes to score 42. These figures indicate how slow was the batting.

H. J. Palmer, who took five Australian wickets for 40 runs at Leyton is a bowler of an uncommon type, though he has played very occasionally for Essex. He is a tall man, who takes a long run and bowls a fastish pace, he breaks the ball occasionally from leg, a quality rare among bowlers of his speed. It was with a ball that pitched on the off-side ball that bowled W. M. Woodfull—and any ball that hits the stumps of Woodfull, known as the "unbowlable" until this season, is worthy of being chronicled in detail.

Macaulay, the Yorkshire bowler, had a great triumph at Lord's where he dismissed seven M.C.C. batsmen for 22 runs.

In the course of his last ten overs, six of which were maidens, he actually took seven wickets for six runs. Bowling a little above medium pace round the wicket, he pitched on or just outside the leg stump, with a crescent of fielders on the leg side almost within touching distance of the batsmen, and with scarcely anyone more than ten yards from the crease. Twice he took two wickets with consecutive balls.

The second day of the match between the Australians and Essex at Leyton, began with a dramatic fifty minutes, during which Essex—43 for 3 overnight—lost their remaining seven wickets for 24 runs. Six of these fell to P. M. Hornbrook, and his analysis made very interesting reading. It ran:

Over. Maidens. Runs. Wickets.
1. 0 0 0
2. 0 0 0
3. 0 0 0
4. 0 0 0
5. 0 0 0
6. 0 0 0
7. 0 0 0
8. 0 0 0
9. 0 0 0
10. 0 0 0

He controlled his break so well that most balls that beat the bat hit the wicket. At the other end A. Fairfax completed the dismantling of Essex by causing the ball alternately to kick and keep low.

Field-Marshal Lord Plumer, presiding at the annual meeting of the Marylebone Cricket Club at Lord's, varied the usual procedure, which is for the retiring president to nominate his successor at the anniversary dinner which follows the annual meeting in the evening, by announcing at the meeting itself that he had nominated Sir Kynaston Studd as the new president.

Sir Kynaston Studd is a member of the famous cricketing family, including "C. T." and "G. B." Studd. The new M.C.C. president played with distinction for Eton, Cambridge University, and Middlesex.

The game between Yorkshire and the M.C.C. which had apparently been doomed to prove a dull draw ended in excitement at Lord's when Yorkshire succeeded in a gallant endeavour to beat the clock and to score 87 runs in three-quarters of an hour.

They won with seven wickets and four minutes to spare, and everyone on the ground must have been delighted with their success. For that was real cricket; cricket as it was invented to be played.

HOME SPORT

Young Don Bradman not only holds the world's record for an individual score—462 not out, for New South Wales v. Queensland. The statistics of his whole career in first-class cricket, compiled by a fellow Australian, must in themselves be unparalleled since cricket began. To have played 53 innings, under all sorts of conditions, for an average of 97.9 per innings—that is the amazing record of this pleasant, smiling 21-years-old fellow from the village of Bowral, N.S.W.

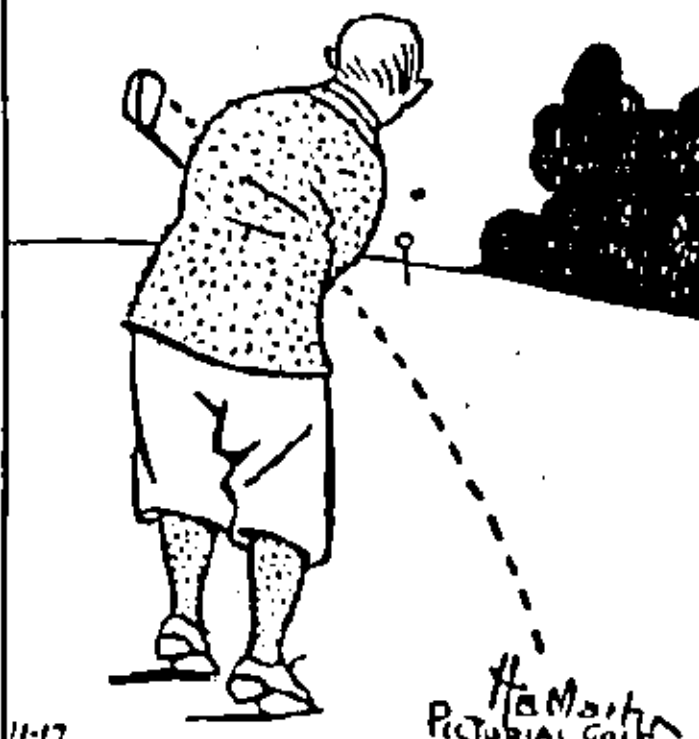
The Sussex County Cricket Club have received the following cable from their president and former playing member, the Jam Sahib of Navanagar ("Ranjitsinhji"):

"Hope to visit you in June. Have instructed my bankers to remit you £1,000 as my contribution to

PICTORIAL GOLF INSTRUCTION

BY H. B. MARTIN

IN HITTING A GOLF BALL, SOMETIMES EVEN THE BEST GOLFERS COME UP ON THEIR TOES AT THE FINISH OF THEIR SWING



RISE ON ONE'S TOES LEADS TO GOLFING ERRORS.

When a golfer rises on his toes at the impact or the finish of their swing it usually means a bad shot. This is not always the case as some stars pressing for distance often come up on their toes. If the ball is hit in this position there is great danger of missing it and danger also of slicing as it is difficult to keep one's balance while on the toes.

The hardest hitters remain on their heels, but every golfer is doubtless guilty of rising on his toes at times when meeting the ball or following through. This is a fault which we should try to avoid if possible. When a golfer points to a star and says "I saw him do it, it must be the right way" a lot of harm is done. We should try to imitate the good points of a star's style not the bad ones.

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the club's funds as president. Convey my congratulations to Dulcepsinhji (his nephew) for his fine score. I hope that he will secure his team many more and that he will uphold the honour of English cricket and the Indian name."

It is understood that Hobbs and Rhodes have been co-opted members of the England Test Team Selection Committee, and that the announcement will be made officially in a day or two.

The members of the committee elected by the M.C.C. are H. D. G. Leveson-Gower (chairman), F. T. Mann, and J. C. White.

The Australians may be weak in bowling, but there can be no question now as to their batting strength. While young Don Bradman is at the crease they are likely to score anything.

In the match at Leicester Bradman was at his best.

Fast balls, slow ones, deliveries that "kicked"—they all came alike to him. A turn of his powerful wrists, the ball timed to a nicety, and the umpire was signalling another boundary. That was how it seemed to the Leicester bowlers.

He was merciless on Geary, England's Test match bowler, pulling him to all parts of the ground. In one period of 20 minutes he collected 33 runs.

His innings was one of restraint and care and also one of sparkling aggression. He was always looking for a scoring ball and any loose one that came down fairly hurried to the boundary. He batted for 5½ hours and hit sixteen 4's.

At the outset, Bradman was twice morally bowled by Geary; otherwise his batting was flawless.

As if to remind one that there are other century makers in the Australian team, Victor Richardson, too, reached three figures, obtained in 2 hours 25 minutes. His batting was a delight. He drove with tremendous power and hit especially well to leg. He hit two 6's and seven 4's.

GRIMMETT ROUTS YORKSHIRE.

ALL TEN WICKETS.

Clarence Grimmett, at Bramhall Lane, took all ten Yorkshire wickets, a feat never before accomplished by an Australian cricketer in a match with the county. It was truly a remarkable performance, cheered to the echo by a crowd of some 5,000 people, generously applauded by his fellows and the members of the Yorkshire side.

There could be no greater amplification of the glorious uncertainty of cricket than the change which this little man from South Australia brought about. Holmes and Sutcliffe had done much to strengthen the belief that there is little or nothing awe-inspiring in the bowlers at the command of Woodfull.

Even Grimmett, who bowled for the first time when the total was 46, appeared to give them no serious concern. Shortly before lunch Holmes was bowled, but 67 far one, when the interval was taken, was decidedly satisfactory. Such a collapse that followed could not have been thought to be even a remote possibility, so commonly remarked was it that the Australian attack was far below standard.

The astounding fact is that Yorkshire were all out for 155. Grimmett's analysis was:

O. M. R. Wkts.
22.3 8 37 10

The deadliness of his bowling will perhaps be better appreciated when it is stated that he dismissed the last seven men for 16. From the moment that he got Holmes out Grimmett was the master. If there was not grave danger in every ball he sent down the batsmen conveyed that impression.

With his leg-breaks, which he varied with a well-concealed googly, he had every man more or less in his clutches. Grimmett had a giant henchman in Walker, who conceded nothing. Walker confirmed the estimate formed of him at Leicester: he ranks as one of the most efficient wicket-keepers of the day, and is a magnificent second string to Oldfield. How effectively he supported Grimmett the details of the Yorkshire innings show. He stumped three and caught one batsman.

Disputed Decision.

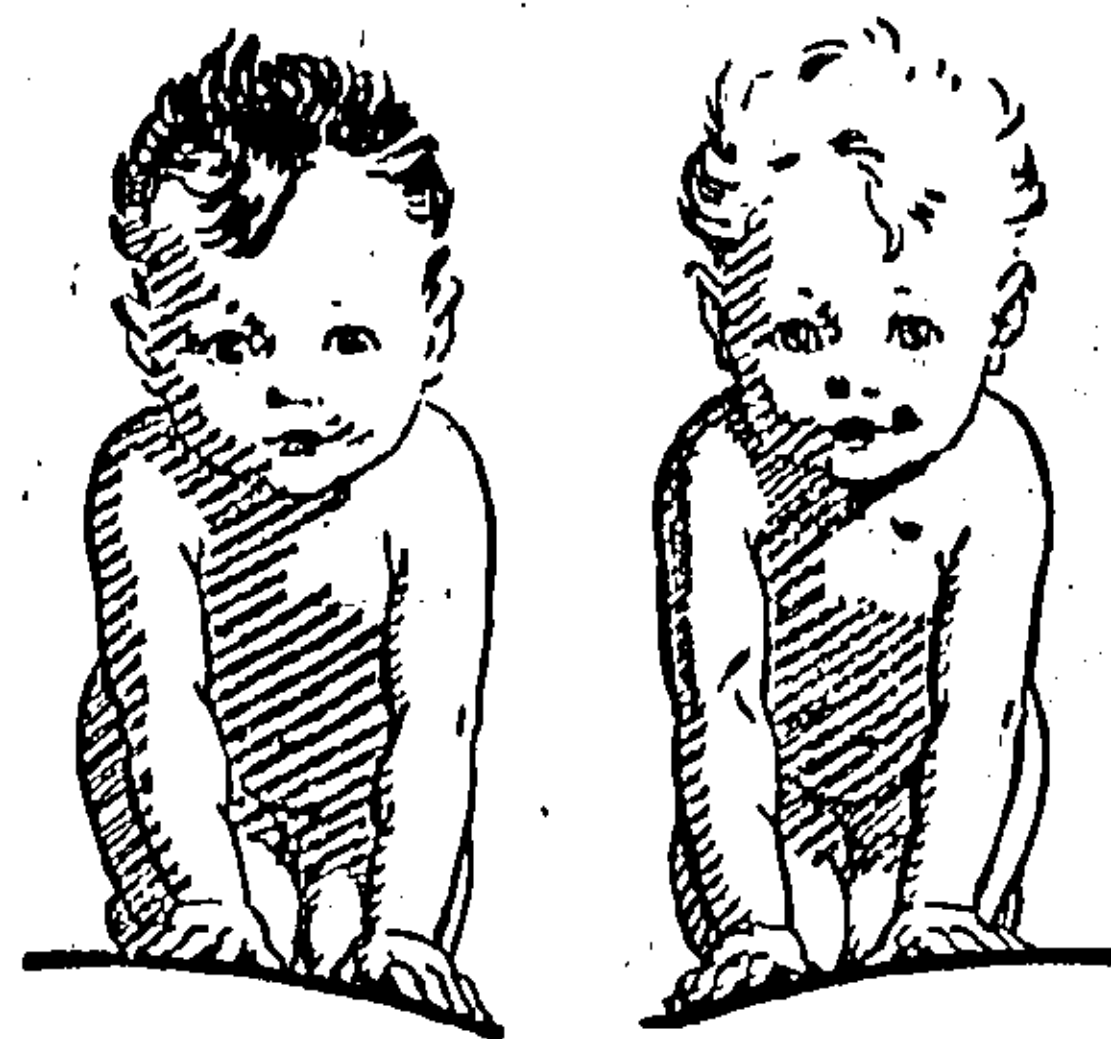
When he whipped off the balls and A. T. Barber was given out the decision of the umpire brought forth a roar of disapproval, and the Yorkshire captain appeared not a little surprised when he had to go. Barber had his right foot up when his wicket was broken. The crowd were inclined to be unpleasantly dogmatic, but tribute must be paid to Grimmett's co-operator behind the stumps.

Grimmett is the third Australian to obtain all ten wickets in this country. Bill Howell got Surrey out by himself on his first tour; that was in 1899, and ten for 28 was his record. Nine seasons ago Mailey, at Cheltenham, accomplished a like performance at a cost of 66 runs.

There was much in the day's cricket that was good to see, apart from the startling anticlimax brought about by Grimmett. There was only this to be regretted: the weather broke down a few minutes after five o'clock and not only prevented further play for an hour, but denied the big-hearted Yorkshire folk of a real opportunity of seeing Don Bradman.

The Sutcliffe-Holmes coalition, though broken up with unexpected abruptness, was noteworthy not only for its success and the warm encouragement it offered to those who were to follow, but for the strikingly different moods the two developed. Now they were grave, again almost gay. They were a delightful contradiction. Sutcliffe got his fifty with one of many delightful off drives, and from the next ball sent to him by Hornbrook he hit his second six off that bowler. In scoring 69 Sutcliffe gave no chance, and made only one different stroke.

Yorkshire.			
Holmes, b. Grimmett	31		
Sutcliffe, c. Walker, b. Grimmett	69		
Oldroyd, l.b.w., b. Grimmett	2		
Loyland, st. Walker, b. Grimmett	0		
A. T. Barber, st. Walker, b. Grimmett	1		
Mitchell, b. Grimmett	1		
Robinson, c. Bradman, b. Grimmett	2		
Wood, c. Richardson, b. Grimmett	17		
Macaulay, st. Walker, b. Grimmett	1		
Rhodes, not out	0		
Bowes, b. Grimmett	0		
Extras	14		
Total	155		
BOWLING ANALYSIS			
	O.	M.	R. W.
Wall	10	3	42 0
Blackett	12	6	11 0
Hornbrook	12	4	49 0
Grimmett	22.3	8	37 10
McCabe	0	2	2 0



2 fine babies

They have firm flesh, strong gleaming teeth and shapely limbs. One of them was breast-fed and the other was fed on Glaxo. If your Baby has to be bottle-fed, give him Glaxo, which is humanised and has added a definite quantity of the vital vitamin D, ensuring a healthy body and strong constitution.

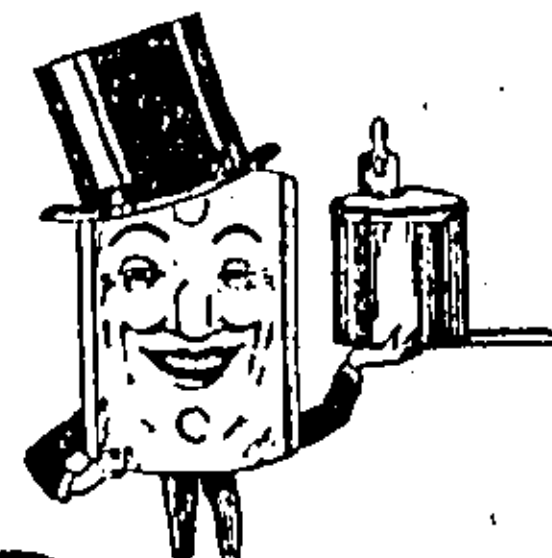
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DRIZZLE, DRAMA AND DIVIDENDS!

(Continued from Page 1.)

3.—Sub. Griffin Summer Handicap: "A" Class—Once Round (About 7 Furlongs 55 Yards).—For Subscription Griffin of this Club of any Season. Winners of five or more races at any time barred. Top weight not to exceed 165 lb. Entrance Fee \$5. Its Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200. Proulx & Sling's Shanghai Beau 147 lb. (Mr. Proulx) 1 Mae's Zephyr 142 lb. (Mr. S. Y. Liang) 2 John Peel's Done Again 160 lb. (Mr. Heard) 3 Wong Ping Shun's Thunderbolt 165 lb. (Mr. Harriman) 4 Artik's Cream Cracker 164 lb. (Mr. Newbigging) 0 Lau & Lee's Duke of Normandy 148 lb. (Mr. Reidy) 0 John's Dancer 146 lb. (Mr. Stanton) 0 Weefree's Grenadier 155 lb. (Mr. Y. M. Loo) 0 Dyer & Beith's Loch Erne 143 lb. (Mr. Colman) 0 Ilmsin & Yam Man's Monk 154 lb. (Mr. G. U. da Roza) 0 Mrs. Pearce's Pacey 162 lb. (Mr. Bulteel) 0 Bellamy & Gordon's Snaefell 143 lb. (Mr. Backhouse) 0 Sturt & Lobel's Tango 160 lb. (Mr. Charles) 0 Polo's White Stars 152 lb. (Mr. Stewart) 0

Won by 1/2 length; 3 lengths. Time: 2 mins. 01.2/5 sec. Pari-mutuel, winner \$72.50; places, 1st \$21.60; 2nd \$17.60; 3rd \$14.50.

Thunderbolt 464 740
Monk 259 428
Done Again 159 317
Zephyr 167 239
Pacey 111 192
Shanghai Beau 88 181
Tango 85 145
Snaefell 58 192
Grenadier 33 90
Duke of Normandy II 49 106
Cream Cracker 46 84
Dancer 37 75
Loch Erne 11 19
White Stars 7 24

Mr. "Benney" Proulx upset the apple-cart properly in this race. Thunderbolt started off in the lead, but could not shake off the attentions of Snaefell and Tango. At the Rock Mr. Harriman's mount was a shade ahead, but at the Village the three were bunched together. They entered the straight in the lead, but here Snaefell and Tango fell right away, and Thunderbolt, who had shot his bolt, was beaten by a great burst on the part of Zephyr and Shanghai Beau. The Beau snatched the lead in the last 100 yards, and "copped" by half-length, although it looked more. Popular Mr. Proulx rewarded his backers with \$72.50, which was very nice, and Done Again, who was a last minute turn-up, grabbed off \$14.50.

1.—Third Aggregate Stakes: One Mile—Value \$500. For all China Ponies. Weight 160 lb. or over. Other than a race confined to Subscription Griffin, or Ponies that have won the aggregate prize in the Aggregate Stakes in any Season, 5 lb. extra. Non-winning Subscription Griffin allowed 5 lb. A Cup to be run for five times, or as decided by the Committee, called the Aggregate Cup, will be presented at the end of the season to be won by the pony securing most marks in the races for the Aggregate Stakes at the extra meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already secured to pass with the pony on a sale. Any winner of the race this season to carry 5 lb. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning 2 lb. to be deducted next time he starts, such 2 lb. to remain deducted until he wins again, when he will carry the full penalty without deduction. Penalties accumulative up to 15 lb. In the event of two or more ponies tying with the same number of marks after five races have been run the owners shall either divide the value of the Cup which is hereby placed at \$1,000, or run off on a day to be fixed by the Committee, not being the same day as the last race for the Stakes but within two weeks thereafter. In the event of a run off the weights shall be weight for weight as per scale. Entrance fee \$5. 2nd prize: \$300. 3rd Prize: \$200.

Osiris 483 560
Sonny Boy 358 651
Billiards 320 583
Thracian 192 238
Duke of Milan 155 214
The Jamaica 70 147
What's Yours 63 192
Movannagher 44 159
Martini Cocktail 36 76
Hunchafo 17 67
Loch Erne 16 32
Pumpkin 12 45
Greyback 7 35

Thracian led the way, followed by Sonny Boy, with the field bunched behind them. Osiris got off to a poor start, but was soon well in the running. Thracian kept the lead up to the Rock, when Sonny Boy took the lead, leading into the straight. He was strongly challenged here by Osiris and Hunchafo, but despite a certain amount of jostling, kept in the van until nearly home, when Mr. Heard went ahead to win by a length. Pumpkin was the surprise packet, paying \$59.40 for a place. Osiris was made favourite, with quite a lot of money for Sonny Boy, who seemed a trifle unlucky to lose, but who tried in the run-in.

6.—Sub. Griffin Summer Handicap: "C" Class—Once Round (About 7 Furlongs 55 Yards).—For Subscription Griffin of this Club of any Season. Winners of five or more races at any time barred. Top weight not to exceed 165 lb. Entrance Fee \$5. Its Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200.

Wong & Tang's Mountain Oak 147 lb. (Mr. G. U. da Roza) 1 W. T. Stanton's Sixty 154 lb. (Mr. Stanton) 2 Fear's Siamese Shop 142 lb. (Mr. Y. M. Loo) 3

Chan Tin-son's Zorhan 164 lb. (Mr. Harriman) 1 Huraton & Heards' Spearmint 155 lb. (Mr. Heard) 2 Heards' Royal Flush 164 lb. (Mr. Newbigging) 3 Eve's New Year's Eve 154 lb. (Mr. Colman) 4 Wong Lan Kam's Horodom 154 lb. (Mr. Ip Kuy-ying) 0 Capt. I. M. Stewart's Penhole 150 lb. (Mr. Stewart) 0 Tonnar's Petorkin 160 lb. (Mr. Charles) 0

Won by 1/2 length; many lengths. Time: 2 mins. 07.4/5. Pari-mutuel, winner \$8.50; places, 1st \$5.20; 2nd \$5.20; 3rd \$5.90.

Zorhan 845 874
Spearmint 559 719
Horodom 97 193
Royal Flush 63 202
Peterkin 31 65
New Year's Eve 5 33
Penhole 4 32

Peterkin made a lot of trouble at the barrier, jumping about all over the place, and finally being left behind entirely. He proceeded to entertain the crowd to a few circus tricks, what time the rest of the field were well on their way. Royal Flush showed the way, setting the pace, apparently for Spearmint. Zorhan, coolly ridden by Mr. Harriman, lay handy a couple of lengths behind. Spearmint went in front at the Rock and Zorhan moved up to second place. He was always moving easily, and although Spearmint made a spurt in the straight Mr. Chan Tin-son's pony was quite equal to the occasion, and took the lead about 50 yards from home to win by half-a-length. This hardly represented his superiority on the day, however, as Mr. Harriman did not force his mount in the slightest degree. Zorhan won once again in beautiful, effortless fashion, "copping" as usual, on the strength of his fine finishing quarter. Peterkin arrived in time for the next race, after a circuit all by himself.

5.—Sub. Griffin Summer Handicap: "B" Class—Once Round (About 7 Furlongs 55 Yards).—For Subscription Griffin of this Club of any Season. Winners of five or more races at any time barred. Top weight not to exceed 165 lb. Entrance Fee \$5. Its Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200.

K. H. Kay's Osiris 166 lb. (Mr. Heard) 1 H. S. Chan's Sonny Boy 161 lb. (Mr. Harriman) 2 Keith Murray's Pumpkin 140 lb. (Mr. Stewart) 3 O. Kitchell's Hunchafo 140 lb. (Mr. Backhouse) 4 U. Sz-wing's Billiards 160 lb. (Mr. G. U. da Roza) 0

Lau & Lee's Duke of Milan 151 lb. (Mr. Reidy) 0 John Peel's Greyback 148 lb. (Mr. Newbigging) 0 Dyer & Beith's Loch Erne 145 lb. (Mr. Colman) 0 Cocktail's Martini Cocktail 150 lb. (Mr. Y. M. Loo) 0 D. A. Cave's Movannagher 161 lb. (Mr. Cave) 0

Wayfoong's The Jamaica 155 lb. (Mr. Stanton) 0 Wong Ping-shun's Thracian 167 lb. (Mr. Charles) 0 Gleh's What's Yours 143 lb. (Mr. Proulx) 0

Won by one length; short head. Time: 2 mins. 04.2/5 sec. Pari-mutuel, winner \$16.20; places, 1st \$3.30; 2nd \$3.70; 3rd \$59.40.

Li & Kitchell's Baby Face 164 lb. (Mr. Backhouse) 4 Miss M. Ellis's Chessa Hall 163 lb. (Mr. Proulx) 0 Yue's Hong Kong Beau 165 lb. (Mr. Ip Kuy-ying) 0 J. J. Basto's King Throstle 148 lb. (Mr. Harriman) 1 Own's Lonesome Night 164 lb. (Mr. S. Y. Liang) 2 Rafeek & Runjahn's Silver Dragon 160 lb. (Mr. Charles) 3 E. L. Hosie's Touchit 160 lb. (Mr. Bulteel) 4 D. A. Cave's The Pharmigan 166 lb. (Mr. Cave) 0 S. To Wong's Ugly Eyes 156 lb. (Mr. Botoho) 0

Won by 4 lengths; one length. Time: 2 mins. 07.2/5 sec. Pari-mutuel, winner \$85.20; places, 1st \$26.90; 2nd \$55.20; 3rd \$34.60.

Touchit 438 804
Lonesome Night 305 597
King Throstle 259 404
Chessa Hall 238 446
Baby Face 160 238
Mountain Oak 85 181
Siamese Shop 35 134
The Pharmigan 26 69
Sixty 26 71
Silver Dragon 24 79
Hong Kong Beau 9 47
Ugly Eyes 4 14

Silver Dragon started off like a world-beater here, and was well ahead at the 5-furlong post, but for some odd reason decided to pull it a day, and was promptly out of the race. A ding-dong fight ensued, with Lonesome Night looking dangerous coming past the Rock. Mountain Oak, however, suddenly appeared from nowhere in the straight, and led a lot of very tired nags past the post. Siamese Shop nearly provided a sensation, being only just pipped by Sixty, who took second place. Dividends set lucky backers literally "singing in the rain" the winner paying \$85.20, Sixty (second) \$55.20, and Siamese Shop \$34.60. Touchit was favourite, but never shone at all.

7.—June Handicap: "A" Class: One and a Quarter Miles.—For China Ponies, other than Griffin or Subscription Griffin of this Season, which have started in Hong Kong at least twice since January 1, 1930. Top weight not to exceed 165 lb. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200.

Dynasty's Nationalist II 153 lb. (Mr. Bulteel) 1 Yam Man's Carnival Eve 150 lb. (Mr. da Roza) 2 Beith & Heards' Christmas Chimes 158 lb. (Mr. Heard) 3 Parkson Chan's O-Moon 160 lb. (Mr. Harriman) 0

Won by 2 lengths; 3 lengths. Time: 2 mins. 45 sec. Pari-mutuel, winner \$13.00; places, 1st \$8.40; 2nd \$9.00.

Nationalist II 781 408
Christmas Chimes 741 543
Carnival Eve 584 343
O-Moon 161 160

Mr. Bulteel rode a nice race on the vastly-improved Nationalist to win comfortably by two lengths. There was never much in it until coming into the straight. Carnival Eve led at the start, and passed the stands followed by O'Moon, Christmas Chimes and Nationalist. O'Moon went ahead for a moment at the football stand, but dropped back almost at once, and was out of the hunt from then on. At the Rock the three others were bunched, with O'Moon hanging on, but beaten. Christmas Chimes made an effort at the Village, but Nationalist led into the straight, and was not headed. Mr. Roza applied the whip to Carnival Eve, but the pony was obviously not up to it, and ran without its usual verve throughout. A good result might be of great benefit to a plucky runner. Nationalist was a slight favourite over Christmas Chimes and paid \$13 to win.

Grand Tattoo Eve 599 893
Town Hall 573 709
Fair Sport 517 639
Fifty Fifty 222 328
Huntington 131 193
Armony 92 193
Fanning Stag 29 38
Sunning 27 38
Noukhall 20 79
Mount Elburz 21 110
Erin's Isle 16 39

Fifty Fifty provided Mr. Bulteel with a very popular win in this race, after Huntington had led all the way right up to the final turn into the straight. At the start the latter pony was followed by Grand Tattoo Eve, Town Hall, and Sunning, and they passed the stands in that order. Erin's Isle was well behind the field at the 5-furlong post, and pulled up, apparently lame, eventually. Meanwhile, Grand Tattoo Eve made a challenge going up to the Rock, but dropped back and was beaten at that point. Town Hall hung on tenaciously, but in the final burst up the straight Fifty Fifty came through on the inside. Town Hall and Fair Sport dead-heated for second place. There was another good dividend here, the winner paying \$46.20.

9.—Bank Holiday Handicap—Once Round (About 7 Furlongs 55 Yards).—For China Ponies which have started in Hong Kong at least twice since January 1, 1930, and have not won more than one race in Hong Kong since January 1, 1930. To be ridden by jockeys who have not won five flat races anywhere at any time. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200.

Wong & Tang's Silver Queen 148 lb. (Mr. Bramwell) 1 Chun & Tong's Chesapeake Bay 161 lb. (Mr. J. C. Lee) 2 Wong Lan-kam's Imperial Hall 140 lb. (Mr. Ip Kuy-ying) 3 A. W. da Roza's Young Pretender 153 lb. (Mr. S. Y. Liang) 4

Whel's Amusement Tax 130 lb. (Mr. Y. T. Fung) 0 Parkson Chan's Campbell 130 lb. (Mr. Basto) 0 Harb's Gay Caballero 134 lb. (Mr. Botoho) 0

Cheng & Ng's Glory 137 lb. (Mr. Rafeek) 0 McCartney & Wilson's King's Counsel 158 lb. (Mr. McCartney) 0 Hau Un's Monterey Bay 158 lb. (Mr. Colman) 0 John's San Francisco 163 lb. (Mr. Stewart) 0

Won by many lengths; 3 lengths. Time: 1 min. 58 sec. Pari-mutuel, winner \$134.90; places, 1st \$24.00; 2nd \$14.80; 3rd \$8.20.

Imperial Hall 452 674
San Francisco 406 611
Young Pretender 365 523
King's Counsel 201 220
Chesapeake Bay 179 223
Silver Queen 61 112
Monterey Bay 32 64
Gay Caballero 22 51
Amusement Tax 18 60
Glory 9 28
Campbell 4 22

It took Silver Queen to provide the biggest upset on a day of surprises. Imperial Hall was made favourite, and Young Pretender was also strongly fancied. Mr. Bramwell, on the Queen, however, took charge of matters from the start, and always had the race well in hand. Chesapeake Bay was boxed in at an exceedingly bad start, and struggled gallantly to run into second place. Imperial Hall scraped into third place, three lengths behind. Silver Queen paid the wonderful price of \$134.90 and \$24.60 for a place, and won in the easiest manner imaginable. There were only 61 tickets on the pony for a win.

LAWN BOWLS.

All Games Stopped by the Weather.

INTERESTING FIXTURES.

The entire programme of Lawn Bowls matches was postponed yesterday due to the rain. Included in the fixtures in Division I, was the meeting between the Craigengower C.C., little holders who had already lost one match this season, and the Civil Service C.C. who have, so far, carried everything before them.

The game between the two "Docks" on the Kowloon D.R.C. ground was another interesting fixture which was down for decision.

LEAGUE TABLES.

The positions in the League to date are:—

Division I.	P.	W.	D.	L.	Pts.
Civil Service C.C.	5	5	0	0	10
Craigengower C.C.	5	4	0	1	8
Talkoo R.C.	5	3	1	1	7
Club de Recreo	5	2	1	2	5
Kowloon R.C.	5	2	0	3	4
Kowloon C.C.	5	2	0	3	4
Kowloon D.R.C.	5	1	0	4	2
Police R.C.	5	0	0	5	0

Shots For and Against.

For Aged Up Dn.	P.	W.	D.	L.	Pts.
Craigengower C.C.	294	237	57	0	0
Civil Service C.C.	310	255	55	0	0
Talkoo R.C.	307	261	46	0	0
Club de Recreo	305	287	18	0	0
Kowloon R.C.	281	292	0	0	0
Kowloon D.R.C.	287	299	0	12	0
Kowloon C.C.	297	325	0	28	0
Police R.C.	229	356	0	127	0

Shots For and Against.

For Aged Up Dn.	P.	W.	D.	L.	Pts.
Kowloon B.G.C.	348	280	68	0	0
Civil Service C.C.	350	290	60	0	0
Club de Recreo	320	271	49	0	0
Yacht Club	320	235	25	0	0
Kowloon C.C.	313	313	0	0	0
Craigengower C.C.	279	349	0	41	0
Talkoo R.C.	193	282	0	91	0

GOLF.

Starting Times at Fanning

The Royal Hong Kong Golf Club notifies that the starting times for to-day and to-morrow are as under:—

9.20 a.m. C. C. Stark, D. Forbes.
9.24 " E. Grimble, L. G. S. Dowell.
9.28 " T. Lew, D. S. Robb.
9.32 " A. C. I. Bowker, V. R. Gordon.
9.36 " O. Eager, I. H. Geare.
9.40 " A. Leach, A. D. Humphreys.
9.44 " A. B. Purves, A. O. Brown.
9.48 " A. C. Coppin, H. G. Williams.
9.52 " E. D. Lawrence, R. Young.
MONDAY.
9.20 a.m. D. J. Gilmore, C. W. Jeffries.
9.24 " I. H. Geare, E. D. Lawrence.
9.28 " O. Eager, A. D. Humphreys.
9.32 " A. G. Coppin, C. W. Jeffries.
9.36 " A. F. Judd, C. Terdre.

Officials

The officials for the meeting were:—

Patron: H.E. Sir William Peel, K.B.E., C.M.G.

Honorary Stewards: H.E. Admiral Sir A. K. Wastell, K.C.B., H.E. Major-General James Walker, Sandilands, C.B., C.M.G., W. S. O. Rear-Admiral R. A. S. Hill, C.B.E.

Stewards: Hon. Mr. C. Gordon Mackie (Chairman), Mr. R. M. Dyer, Mr. V. M. Grayburn, Sir Joseph Kemp, Kt., C.M.G., C.B.E., Hon. Mr. J. J. Paterson, Mr. T. E. Pearce, Hon. Mr. W. E. L. Shenton, Mr. F. Sutton, Mr. P. Tester.

In charge of the Scales: Mr. R. M. Dyer, Hon. Mr. J. J. Paterson.

Clerk of the Course: Mr. T. E. Pearce.

Judge: Mr. P. M. Hodgson.

Assistant Judge: Mr. A. H. Potts.

Starter: Mr. S. A. S. Sien.

Second Starter: Mr. M. G. Marriott.

In charge of Paddock: Mr. H. B. L. Dowling.

Handicapper: Mr. C. M. S. Alves.

Timekeeper: Mr. A. E. S. Alves.

Honorary Surgeon: Dr. J. C. Macgown.

Honorary Veterinary Surgeons: Major F. R. Roche Kelly, Mr. L. Reidy.

Official Messengers: Mr. D. L. McWhirter, B.Sc., M.R.C.V.S.

Secretary: Mr. C. B. Brown.

Treasurers: Messrs. Linstead & Davis.

Band Music.

The Military Band of the 1st Battalion The Somerset Light Infantry (Prince Albert), by kind permission of Lt. Col. C. H. Little, D.S.O., and Officers, playing the following programme of music:—

1.—March: "Seventeen Coms Sunday"—Vaughan Williams.

2.—Selection: "Overture Comes the Bride"—Arthur Schumann.

3.—Two Pieces: (a) "Love in a Mist"—Ivor Novello; and (b) "Roses and Women"—Grothe.

4.—Selection: "Overture"—Audran.

5.—Waltz: "Hinter Sweet"—Noel Coward.

6.—Polonaise in A.—Chopin.

7.—Two Fox Trot: (a) "The Sunshine of Marcellus"—Nicholls; and (b) "How I'm in Love"—Velen.

8.—Suite: "A Day in Venice"—Nevin.

9.—Three Irish Dances—"John Ansell."

10.—Overture: "Pique Dame"—Smetana.

Regt. March: "Princes Albert."

God Save the King.

Conductor: Mr. E. J. Woolcott.

THE SELECTED TEAM
DISCUSSED.

WEAK BOWLING.

ALL-ROUNDERS NEEDED.

[By "Second Slip"]

The selection of thirteen players from whom the England XI will be chosen comes as a surprise to the cricket enthusiast. This is not how things were managed before, which points to the difficult problem which the selectors are up against.

The selected thirteen are A. P. F. Chapman, J. C. White, K. S. Duleepsinhji, R. W. V. Robins, Hobbis, Sutcliffe, Hendren, Hammond, Woolley (F. E.), Tate, Laywood, Tyldesley (R.), and Duckworth.

These players all present possibilities, amongst them there are dead certainties, but over some one would ponder a moment. The batting strength as displayed in this list of names is strong, but the bowling is the troublesome factor. White, who did admirable service in Australia, Robins who is one of Middlesex's best all-rounders, Tate, Laywood and Tyldesley are the only people who are recognised first-class bowlers. In Laywood, we have our fast bowler, in Tate our steady and fearless bowler, but what can the other three offer? They all bowl the same type of delivery and yet two of them must remain in the side. The Australians have shown their wonderful batting powers, and make it all the clearer that a good attack must be found. How can England take the field with only four bowlers who are considered in the first rank, and of these four two are in the same class? Variety in the attack means everything. In these names one cannot see the attack that one might have wished.

The selection of Robins indicates that the selectors were trying to find a good all-rounder, as Robins could not be played solely for his bowling. If they were looking for all-rounders, why were R. E. S. Wyatt, Layland, Garry, G. O. Allen, O'Connor and "Harne" passed over? If a slow bowler was required who could bat, Hendren, Layland and O'Connor were the first choices. Woolley cannot be judged as a first-class bowler in these days. He is played for his batting, and only a colossal score would induce any captain to allow him to bowl. Should he have preference over Hendren is a very knotty question. Both players are quick-scorers and reliable enough, but Woolley can bowl and Hendren is the better batsman. But the selection of the batting side is quite satisfactory. It is the bowling that causes a sense of pessimism.

Goddard, Voce, I. A. R. Peebles, Freeman and Geary have all been passed over and the addition of Voce and Goddard might well have balanced the bowling better than the present conditions suggest.

Ames, the Kent stumper, has given place to his former rival, Duckworth. I fear that an injury is keeping Ames out of the field, as he is undoubtedly the better of the two. In 1929 he broke his own record by capturing 127 wickets—49 caught and 48 stumped. A man with a wicket-keeping record such as this and a batting average of 35.90 cannot be overlooked.

If the selectors decide to pick the England XI from the thirteen players mentioned, the probable team will be:

A. P. F. Chapman (Kent), captain.
K. S. Duleepsinhji (Sussex),
R. W. V. Robins (Middlesex),
Hobbis (Surrey),
Sutcliffe (Yorkshire),
Hendren (Gloucester),
Hammond (Middlesex),
Tate (Sussex),
Laywood (Notts),
Tyldesley (H.L. (Lancs.)),
Duckworth (Lancs.).

It is the usual thing to cry out at the decision of the selectors, but I am convinced that it was quite possible to place in the field an eleven stronger in batting and bowling. My suggestion would be: Hobbis, Sutcliffe, Hammond, Hendren, R. E. S. Wyatt, A. P. F. Chapman, Tate, Laywood, Ames, Goddard and Voce. This team has no "tail" as each batsman has at one time or another been responsible for a very productive partnership. I should not care to be in the selector's shoes if Australia sprang a surprise on us at Trent Bridge, after playing so unrepresentative a side.

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PUBLIC SCHOOLS'
MATCHES.

TIE AT BELLINGHAM.

PROMISING START BY
CHARTERHOUSE.

Rain made wickets slow, and run-getting difficult, and a heavy shower late in the afternoon caused the abandonment of many of the games.

Charterhouse, Haileybury, Trent, Ellesmere, and St. Edwards made a promising start for the season, and Merchant Taylors played a tie match at Bellingham.

Charterhouse v. Oriel.—Charterhouse avenged their narrow defeat of last year at the hands of Oriel College, and beat the visitors by 27 runs. Batting first, the School scored 167, G. B. Eccles contributing 72, and Hallibone, a newcomer, 38. Miller (five for 42) was the most successful bowler for the visitors, who were dismissed for 140. J. S. Greening making an auspicious start for the season by taking five wickets for 43.

Haileybury v. Emmanuel.—Haileybury made an excellent start, beating Emmanuel College by the same margin as had separated Charterhouse from Oriel. E. N. Evans (81), the captain, and C. E. Allen (43), who was making his first appearance for the School, were the principal contributors to the Haileybury total of 171. Ewing taking four wickets for 33, and Chandler three for 42. The visitors were all out for 144, Allen again distinguishing himself by taking three for 48.

Good Bowling For St. Paul's.

St. Paul's v. Authentics.—On a soft wicket at West Kensington St. Paul's accomplished a good performance in dismissing the Authentics, who included H. M. Garland-Wells, B. H. Bennett, J. D. Percival, and other well-known cricketers, for 128. For this they were indebted to the bowling of W. L. Sturton, the left-hander (four of 51), and of G. G. Sheers, who bowled twenty-five overs for 39 runs and three wickets, and the wicket-keeping of J. B. Maclean, who claimed two victims, and gave away no extras. When play was abandoned Sheers and A. W. G. Haddingham were still together, having put on 62 runs in just over an hour.

Dulwich v. Trinity, Oxford.—For the third year running Trinity, Oxford, won the toss against Dulwich. Though the visitors did not include A. M. Crawley, they were well represented, and too strong for the newly-organised school down, C. D. A. Pullan (70), last year's captain at Malvern, and J. V. Rowley (104 not out) enabled the visitors to declare at 242 for six wickets. M. A. Stanforth, a fast medium right-hander, taking three wickets for 55. D. H. Frankford, the captain, set the School a good example, and made a good stand for the second wicket with G. R. M. Reynolds (32), but the rest did little against the bowling of the Old Malvernians, Pullan (five for 18) and W. H. Bradshaw (four for 24), and were all out for 105.

Merchant Taylors v. Nomads.—There was a tie match at Bellingham, where each side scored 35. K. E. Hart taking four of the School wickets for 15 runs, and J. T. Wildash saving the game for the School by claiming seven victims for 16 runs.

Bedford v. Crusaders.—The Cambridge Crusaders brought down a very strong side, which included A. H. Fabian, the Blue, G. E. M. Pennyfather, the old Harrovian, and T. W. T. Baines, who overwhelmed the school, dismissing them for 52. The Crusaders scored 140 for four.

Mill Hill School 60 (Dowell 7 for 8), Hornsey 140 for 8. Dover Coll. 66. University Coll. School 98, Chiswick Coll. 54 for 6.

Wellington School 121 (Adams 60), Downing Coll. 69. Common Room 187 for 6 (dec.). Highgate School 9 for 1.

St. Edward's School 151, Kelso Coll., Oxford, 135. Oratory School 136, War Office 47 for 2.

Trent Coll. 148 for 2 (dec.). (Harker 67, Walker 66 not), Stanton-by-Dale 90. St. Catharine's Coll. Camba, 188. Bedford Modern School 55. Ellesmere Coll. 128 for 5 (dec.). (Phillips 50 not), Newcastle H.S. 25.

Rutlish School 59 (Burroughes 4 for 5), Caterham School 71 for 3. Collier's School 35 (Ducker 6 for 21), Ake's School 99 for 7. Stothert and Pitts 38 (Maughan 6 for 20), Kingswood School 51 for 7. Wimbledon Coll. 171 for 9 (dec.). The Staff 3 for 0. Shrewsbury Town 162 for 8 (dec.), Shrewsbury School 84 for 4. Blumantles 218 (May 117), Lancing Coll. 76.

A SENSIBLE "GROUSE."

Sir.—It made interesting reading to know that Lord Passfield was "anxious" about the slump in the Dollar, but I think the remarks addressed to the Under-Secretary for the Colonies by Mr. Ramsbotham take the cake. "Such action, would temporarily assist Civil Servants who are paid on a silver basis." Such a remark reflects on the intelligence of the Honourable member who seems to be of the learned opinion that Hong Kong is peopled by Civil Servants alone.

What about those, shall we call them, fortunates or unfortunates, like myself who are not civil servants and have not received increased compensation? I suppose we do not count, yet we constitute the trade of the Colony and if the Colony has no trade what's going to happen to the Civil Servants?

Yours, etc.,
"STUNG."

Hong Kong, June 7.

IF!

Sir.—As everybody is very anxiously watching the daily value of the dollar, I have been wondering what will happen if it proceeds to drop something like this: From 1.3 to 1.2, and then to 1.0, and then to 7/10, from 7/10 to 5/10, and then to 3/10, from 3/10 to 1/10, and then to 1/10, and after that waking up one morning we find it hasn't any value at all!

Do please enlighten me, Mr. Editor?

Yours, etc.,
CURIOUS.

Hong Kong, June 6.

"TENNIS TOPICS."

Sir.—With reference to the "Tennis Topics" appearing in a morning contemporary, I think the Tennis Public agree with "Server" that it is rather a weak excuse for a Club to say that it cannot raise a team owing to sickness of players, as there are surely reserves that a Club can call upon to play in such an emergency. But would an opposing Club be unscrupulous enough to insist that the match must be played off? It is less excusable for a Club to say "that a couple of their players have to attend a Race Meeting" resulting in this Club postponing Two Matches ("A" and "B" Divisions) scheduled for that same day? This has actually happened (the writer's personal knowledge).

Further, I do not see how the standard of our League tennis can be improved by substituting Penants for the present Shields, as it is not the intrinsic value of the prize, but the honour of holding the Title for the year is at stake.

Thanking you for the courtesy of

Hong Kong, June 5.

LOCAL TENNIS.

League Fixtures Held Up
by the Rain.

STRUGGLE EXPECTED.

Tennis enthusiasts experienced an idle afternoon yesterday, the inclement weather causing the postponement of all the League fixtures down for decision.

A most important game in the "B" Division—the clash between the Indian R.C. and the Chinese R.C.—will be decided on Wednesday. This should have a gigantic struggle, with very little in it at the close, and will assuredly attract a large crowd of spectators.

LEAGUE TABLES.

The positions of the teams up to date are:

"A" Division.

	P.	W.	L.	Pts.
Indian R.C.	2	2	0	2
Chinese R.C.	2	2	0	2
Kowloon C.C.	1	1	0	1
Hong Kong C.C.	5	1	0	5
South China A.A.	1	1	1	1
M.B.K.	2	0	2	0

"B" Division.

	P.	W.	L.	Pts.
Chinese R.C.	7	0	7	0
Indian R.C.	6	0	6	0
Club de Recreo	4	1	4	1
R.E. Sports Club	4	2	4	2
Craigdonner C.C.	4	3	1	3
Kowloon C.C.	5	3	2	3
Hong Kong C.C.	0	3	3	3
M.B.K.	4	2	2	2
United Services R.C.	0	2	2	2
South China A.A.	4	2	2	2
Civil Service C.C.	8	2	2	2
Shannon Club	6	1	5	1
University	7	1	6	1
European Y.M.C.A.	0	0	0	0

"C" Division.

	P.	W.	L.	Pts.
Chinese R.C.	7	0	7	0
Hong Kong C.C.	8	0	7	0
University	5	1	4	1
Club de Recreo	0	4	2	4
Indian R.C.	3	3	0	3
South China A.A.	5	3	2	3
Shannon Club	4	2	2	2
Kowloon C.C.	6	1	5	1
Shannon C.C.	7	1	6	1
Civil Service C.C.	8	1	7	1
German T.C.	8	1	7	1

LETTERS
TO THE
EDITOR

this space in your paper and enclosing my card.

Yours, etc.,
For Sports' Sake.
Hong Kong, June 7.

A CORRECTION.

Sir.—We shall be obliged if you will correct a mis-statement which appeared in your issue of June 1, in which you state under the heading "Nature Notes," that "The Flowering Plants of Hong Kong" by Mr. A. H. Crook is obtainable at Ye Olde Printerie Ltd., for \$3.00.

We believe the publication in question is on sale at Messrs. Kelly and Walsh and the price is \$2.50 per copy.

Yours faithfully,
V. C. LAURUM,
Managing Director
Ye Olde Printerie Ltd.,

P.S.—Since writing above we learn that Messrs. Brewer and Co. are also selling these books.
Hong Kong, June 2.

WHAT ABOUT A DEBATING
SOCIETY?

Sir.—Hong Kong has many associations and societies, the Horticultural Society, Radio Society, Share-brokers' Association, Kowloon Residents' Association, being only a few among the long list. But, surely Hong Kong lacks one society—an important one, too—a Debating Society. This would effect a very good improvement on the civic and moral understanding of the people of this dull Colony of ours.

With a debating society, there are many advantages.

For instance, let us take Home. When there is an important decision to come to, what does the House of Commons or the House of Lords do? They meet together and debate it, so as to weigh the pros and cons of the subject, and let practically every one voice his opinion.

So, then, if we turn to the Dictionary, we find that debate means "to argue; a discussion," and that society means "a community; an association; the fashionable world; social intercourse."

Putting them together, we can then say that there is a community or a gathering of people, with leading speakers and seconds for the proposition and the opposition, respectively, who discuss some interesting topic.

A debate gives the ordinary man, be he in business or otherwise, a chance to show his intellectuality. If a debating society were to be started in Hong Kong and I wish it would speedily—questions of the utmost importance (e.g. the fall of the dollar) could be dealt with openly in a most interesting manner.

Yours, etc.,
RHETORIC.

Hong Kong, June 5.

CLUB CRICKET.

Rain Interferes with
All Matches.

SCORES.

Richmond 179 (G. F. Summers 56), Gwensend 7 for 2.

Wimbledon 134 (J. A. Allen 45), Guy's Hospital 1 for 0.

Inconito 217 (Howell 48), St. Thomas's Hospital 76 for 4.

Cyphers 212 (W. R. Boardwell 52), Sutton 119 for 3 (V. G. Bromage 40).

Shepherd's Bush 212 (W. E. Hazell 91), West Herts did not bat.

Bromesbury 121 (J. E. Godfrey 4 for 25), Streatham 85 for 6 (N. Miller 43).

Lougham 138 (L. H. Shelley 45), Highgate 31 for 3.

Finchley 70 (C. G. Gibson 5 for 26), Honor Oak 52 for 6.

Dulwich 237 for 8 (dec.) (L. H. Summers 44), Beckenham 55 for 5.

Blackheath 184 for 5 (H. Taylor 112), Bickley Park 98 (Cook 6 for 25).

Sidcup 118 for 7 (S. Herbert 27), Woodford Wells 58 (W. S. Harvey 7 for 32).

Wimbledon 79 (A. D. Peters 4 for 17), Hampstead 59 (A. R. Cronle 3 for 7).

Kenley 81 (H. Corbett 37), Limsfield 43 (H. Clarke 4 for 9).

Purley 195 (Merriman 53), East Grinstead 63 for 4.

Ealing 184 (G. E. Denning 83), South Hampstead 78 for 2.

N.P. Bank 140 (A. R. Kessick 1 for 30), Barclays Bank 5 for 0.

Beckenham 137 (H. Pelley 56), Private Bank 61 for 2.

Hornsey 140 for 8 (G. B. Atkinson 43), Mill Hill School 60 (K. Howell 7 for 8).

U.C.S. Old Boys 175 for 4 (Glendon 114), St. Mary's Hospital 20 for 3.

Hampstead 253 for 9 (dec.) (J. Sanders 71), Bishop's Stortford 104 (G. Mead 6 for 20).

Canford Wanderers 163 for 0

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SACRIFICE IN VAIN.
Railway Tragedy at
Shum Chun.

MOTHER KILLED.

A Chinese named Yau Kwai-ying, of Polo Village, Wai-chow, was brought to Kowloon yesterday morning suffering from grave injuries to his head and legs as a result of a courageous attempt to rescue his mother from death at Shum Chun, on the Chinese Section of the Canton-Kowloon Railway.

It appears that the pair were crossing the railway track; the woman being ahead, when a starting engine ran them down. The woman was killed instantaneously, and the man suffered his injuries in trying to save her. He is now in the Kowloon Hospital in a very serious condition.

SANITARY BOARD.

Mr. Wong Kwong-tin's
Questions.

At Tuesday's meeting of the Sanitary Board, Mr. Wong Kwong-tin, pursuant to notice, will move:

"That this Board regrets the necessity for the continuance of the present crude bucket system of removing night-soil and recommends that application for water closets be sanctioned on the following conditions being observed:

(i) If premises affected have not been ordered by the Building Authority to be demolished.

(ii) If there shall be (other than in the Peak District) an independent and adequate supply of water for the purpose.

(iii) If the applicant undertakes to comply with the existing regulations to the manner of construction and maintenance."

HELD UP.

Four Submarines for
Hong Kong.

Malta, Yesterday. The Medway, which was scheduled to leave today, will be unable to proceed to Hong Kong owing to the submarine developing defects, necessitating their remaining six weeks in Malta to effect the necessary adjustment.

[A London cable of May 26 states:—The new submarine depot ship, H.M.S. Medway, together with the new "O" class submarines Odin, Osiris, Oswald and Otus have left Portsmouth for the China Station. The new flotilla will be the finest in the submarine service when at full strength as it will be joined by

SWEDISH POLITICS.

New Cabinet Formed by
People's Party.

MR. ECKMAN PREMIER.

Stockholm, Yesterday. Mr. Eckman, the leader of the People's Party has formed a new Cabinet, with himself as Prime Minister and Minister of Defence, and Baron Hamel as Foreign Minister.—Reuter.

[A cable dated June 2 stated:—The Cabinet has resigned.

The crisis was due to the Government's measures to assist agriculture, which is very depressed, firstly by the obligatory inclusion of a fixed proportion of Swedish wheat in all wheat milled in Sweden, and secondly by raising the duty on imported corn.

Both Chambers adopted the first proposal; but rejected the second. The Socialists are the strongest party in both Chambers, but are expected to decline Cabinet-making, and a non-party Ministry is probable.]

PASSENGER LIST

DEPARTURES.

Per P. & O. s.s. Khiva for

Home via ports yesterday:—

Mrs. Atkey and two children, Lt.-Comdr. J. M. Armstrong,

W. T. Blue, Miss G. M. Cotton, Miss F. M. Cunningham, Mrs.

A. L. Dowling, Mr. and Mrs. P. B. Dubash, J. W. Denkin, Mr.

and Mrs. D. B. Elphinstone, J. Frankel, W. J. P. Fenwick, L.

Gaskill, E. H. Hoar, Thos. Harrington, Mrs. M. Jennings,

A. M. Jukowsky-Wolynsky, G. E. Judge, Miss M. Kirkaldy, Miss H.

Lussell, J. A. Millington, N. H. Ross, Miss G. E. Swan, Mr. and Mrs. R. A. Sinca, Mr. and Mrs.

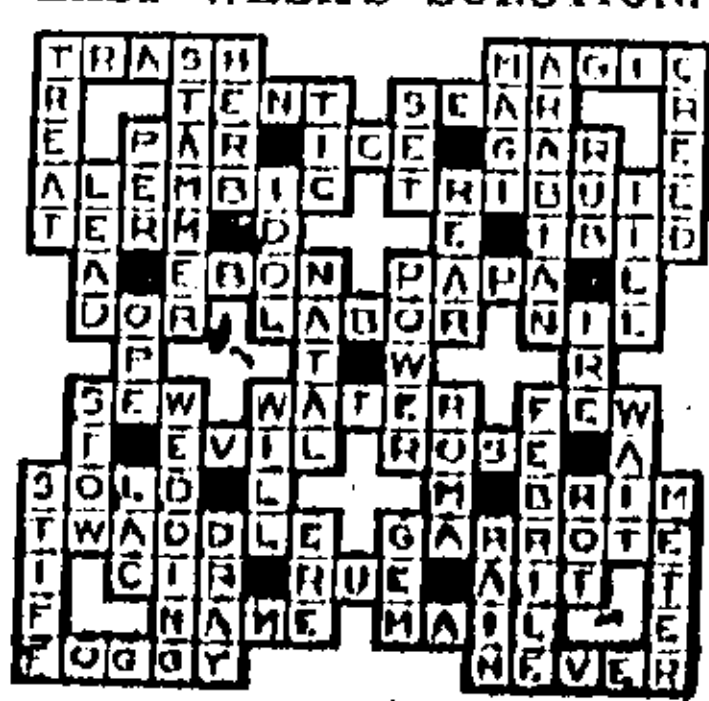
V. G. Thomas, Mr. and Mrs. J. Watson.

STOLE MOSQUITO NET.

Plending "guilty" to the charge of the theft of some clothing and a mosquito net from 3, Mau Lam Street, a Chinese was at the Kowloon Magistrate's yesterday sent to jail for three months, with hard labour. It was stated by Detective Fallon that defendant entered the house by climbing up a scaffolding, on to the roof, then down into the kitchen by means of a ladder. He took the clothing and net from out of two boxes, which he took up to the roof.

the new "D" class submarines which are now being completed. The flotilla will call at Penang and Singapore, being due to arrive in Hong Kong in August.

LAST WEEK'S SOLUTION.





JOSEPH CONRAD.

Light on His Successful Marriage.

In the following article, Mrs. Joseph Conrad, widow of the famous author, tells how she managed her genius.

My first impression of Joseph Conrad was that his was the strangest but most powerful personality with which I had ever come in contact. I had a sense of his greatness, although he was then unrecognized, but I felt, too, his childlike quality. I saw that side by side with a giant's intellect there was the heart—and often the impulsiveness and "un-mannerableness"—of a boy, albeit he was fifteen years my senior.

Long before there was any thought of marriage, Joseph Conrad would ask me to read aloud his manuscripts.

A Pole, occasionally he would use words that, though in a dictionary sense correct, were so far removed from the vernacular as to be difficult to understand. But should I query a word, he would snatch back the manuscript in a truly baby-like gust of rage, and berate me!

After we had known one another for about three years, and he was already the main reason for my existence, or so I felt, it occurred to him that we might marry. Of the proposal he made quite a ceremony. On the day that we became engaged he took me out to lunch and then to a picture gallery. And although we knew one another so well, the emotion we both experienced was so great that each of us became ill, and we had to separate and go to our respective houses.

When we were married, Joseph Conrad had as much freedom as though he had remained a bachelor. I knew that the ordinary restrictions imposed by marriage would kill something that was precious in my husband, and I decided that to sacrifice my own convenience meant far less than sacrificing one whit of his personality, which was part of his genius.

Sometimes, therefore, I was his wife, sometimes his friend, sometimes a mother to him, quite often

often a playmate . . . and very often, indeed, his business adviser, and for years his amanuensis.

We were very hard up during the first years of our marriage, and I did everything—cooking, typing, looking after the baby. We had spent a six-months' honeymoon on an island off the coast of Brittany, and in a four-ton cutter, for Joseph always craved for the sea, and this was a lovely preparation for our lives together. I think that some of his best work was inspired by those cruises, when we seemed right out of the world, and he could take infinite time to view the panorama of life as though he had been some remote god on Olympus.

I had not expected that Joseph Conrad would remain for ever by a wife's side when I had married, but, somewhat to my surprise, he detested leaving me. I think it was because he knew he was not compelled to stay. He went alone, though, to the United States, for a short visit, and he came home with Mr. F. N. Doubleday, the publisher, who brought him straight to me, and jokingly demanded a receipt for him. I wrote a receipt for him across a two-penny stamp—"Received, with thanks, one rejuvenated and renovated husband."

Mr. Doubleday still has it, I think.

My husband had little business sense. I could never succeed in making him understand, for example, that his manuscripts possessed an intrinsic value. He would throw them down here, there, anywhere. Regularly, I would pick them all up from the grate, from the waste-paper basket, from the floor—and what a floor! It was a perfect lace pattern of cigarette burns, and from under the desk and under the furniture. Those manuscripts were intensely interesting, for my husband would sketch in the margin the characters he was creating. The one book for which I am directly responsible is "The Arrow of God." I suggested its being written when he was without a subject. But in every book, every word that he has written since we first knew one another, I have had at least a spiritual part. I helped him, I know, if only by securing for him perfect freedom in which to write, by falling into his every mood, by

\$1,000 FOR A LETTER

Jane Austen and "Pride and Prejudice."

London, April 19.
Over £30,000 was realized at the four days' sale of books and manuscripts which concluded at Sotheby's on Thursday.

The last lot in the catalogue, a 3½-page letter in the autograph of Jane Austen, proved to be the most important item, it being acquired by Mr. Walter Hill, the Chicago bookseller, for the record price of £1,000.

The letter was of particular interest, as in it there is special mention of "Pride and Prejudice." "P. and P. is sold," she writes. "Egerton gives £110 for it. I would rather have had £150, but we could not both be pleased. The money is to be paid at the end of the twelve-month."

Like many other items in the sale this letter aroused a triangular contest between Mr. Gabriel Wells, of New York, Dr. Abraham Rosenbach, of Philadelphia, and Mr. Walter Hill, of Chicago. Dr. Rosenbach's representative was the underbidder with an offer of £900. Mr. Hill was also successful in purchasing the autograph MS. of 24 lines from Shelley's "Revolt of Islam" for £660, just £40 less than was bid for it when it appeared in the same rooms last March.

There was, too, keen competition for a series of six note-books in the autograph of "George Eliot," but they were all secured by Mr. Gabriel Wells for a total of £536. He later bought for £215 a one-page Shelley letter written in Venice to Lord Byron.

Among the books the two chief items were a copy of the first edition of the "Vicar of Wakefield," which made £660, and a fine uncut copy of Lord Chesterfield's Letters, 1721, which fell to a bid of £220, a record for this book.

The sale throughout was an object lesson in the power of the dollar. Nearly every lot of importance was secured by American dealers or their representatives with Mr. H. Brenon, the film magnate of California, intervening.

spoiling him and letting him have his own way, and loving him so deeply that nothing else could matter. I helped my husband, and what greater reward could I have desired, in spite of all the difficulties implied in being the wife of a great artist, than a Conrad with whom to share my life?

prelude of this concert, the Radcliffe Choral Society joined the orchestra in presenting "La Damselle Bleue."

"Le Martyre" is unique. Can as much be said of "Le Martyre de Saint Sebastien"? Can the piece be properly judged, separated from the action which it was designed to accompany? This much may be said: Hearing this music in the concert hall, you do not feel that nothing like it exists in the history of the art. These celestial hurps, these harmonies from the violins, these ethereal woodwind chords, these ecstatic cries, these ominous trummings—where have we heard all this before? There is a charming atmosphere in the Court of Lilies, but it is an ante-chamber to what a naive Paradise.

Really, "Le Martyre" is to "Pelléas" something as "Parafal" is to "Tristan." If you like D'Annunzio's play, quite possibly you will find Debussy's music an admirable accompaniment. If you care for the medieval ingeniousness of the conception, very well; but can you seriously contend that, purely musically, this score is strikingly individual? When we have heard it as often as we have heard "Pelléas," shall we feel differently? Possibly. But shall we hear it as often?

After a somewhat tentative beginning, the Cecilia chorus, trained by Arthur Fiedler, did well with the intricacies of the score. The young women from Radcliffe, coached by G. Wallace Woodworth, did excellently well, with their fresh voices, by the pale beauties of "La Damselle Bleue." Mme. Ritter-Champy was soprano soloist in both numbers. Jean MacDonald, contralto, assisted in the "Damselle."—L. A. Sloper, in the Christian Science Monitor.

MR. EUGENE GOOSSENS.

Mr. Eugene Goossens, the conductor, and Mrs. Goossens arrived at Southampton by the White Star liner, Olympic from New York on April 26.

"I have come back," said Mr. Goossens, "to do some hard work, chiefly composing, and after my concert at the Queen's Hall on May 20, we shall disappear and take a cottage somewhere on the coast for peace and quietness after my hard season in the States, and shall remain there until we go back to America next September."

Mr. Goossens has returned after his seventh season in America, and

TRINITY COLLEGE OF MUSIC.

RESULTS OF PRACTICAL EXAMINATIONS HERE.

The following are the results (supplied by the Local Secretary) of the Local Practical Examinations held in Hong Kong on June 2, 3, 4, and 5. Where not otherwise stated the examinations were for pianoforte. The examiner was Mr. Albert Mallinson, F.T.C.L. The total of marks required for a Pass Certificate is 65 per cent. and for a Certificate of Honour 80 per cent.—

HIGHER LOCAL.

Honours.	
Aurea Baptista	94
Caroline Braga	93
Anita Sillescu	86
Irene Ung	81
Pass.	
Francis Lau	78
Fuk Inouye	68

SENIOR.

Honours.	
Albert Edward Gutierrez (Violin)	83
Harold Clarence Leong (Violin)	80
Pass.	
Lily Agnes Shearer	78
Iu Poon-kwan	77
Deolinda Goano	73
Olea Azedo	71
Sunil Lakshmi	71
Cladya Florence Grimmit	68

INTERMEDIATE.

Honours.	
May Chun	93
Cecile McNeill	86
Henriette Rose Cullen	86
Isabel Pestonji	82
Maria Helena Pinheiro	80
Mary Braga	80
Pass.	
Doris Li	74
Annie Lee	73
Austra Miller	71
Marla de C. G. Gomes	69
Maria Branca Pinheiro de Costa	69
Idila Alice Wood	66

JUNIOR.

Honours.	
Pureza D'Ben (Violin)	92
Hung Hing-Lo (Violin)	85
Amparo Paulo	85
Agnes Luing	85
Amparo Karadag	84
Pass.	
Grace Swan	78
Mary Albers	77
Clement Leong	76
Marion Adam Tilley	76
Winnie Smith	76
Joseph Billa	75
Avelina Goano (Violin)	73
Chi Yin-lee	72
Kathleen Mackay	72
Kathleen Chester	71
Alexandra Likhovetsky	71
Laz Paul	68
Violet Bradbury	68
Alfred Williams	68
Harold Clarence Leong	67
Dorothy Henderson	67

PREPARATORY.

Honours.	
Iren Wai Lam	85
Maurice Rupert Leong	84
Sandra Ahta	83
Li Suk-yin	82
Wai Kwan-lin	81
Nichiko Okamoto	80
Chung Yue-lai	80
Roy Kraman (Violin)	80
Beatrice Pestonji	80
Pass.	
Edwina Rodgers (Violin)	78
Helen Leong	77
Caroline Braga (Violin)	77
Joan Alastair Bryson	76
Joseph Ernest Antonio	76
Carmen Marie Aloco	76
Chung Chee-lai	75
Margaret Robinson Bell	74
Agnes Leong	74
Florence Grimmit	74
Daisy Woo	73
Sek Cheung-lam	73
Julia Yau	72
Chung O-hai	72
Madam Winifred Gardner	71
Margaret Gow	71
Stephen Lawrence Ozorio	71
Maude C. Braga	70
Mavis Rose Glendinning	67
Charles Abbas	66
Shella Leong	66
Phyllis Irene Teale	65

FIRST STEPS.

(No honours in this grade.)

Clotilde Andrade	94
Phyllis Moorey	91
Rachael Rege	90
Alize Leung	89
Henrique Augusto Rozario	88
Alfred Henkin	88
Agnes Chan	87
Demond Broad Hooper	87
Mabel Bentley	86
Margaret Helen Mackay	84
Mary Braga (Violin)	84
Alison Black	83
Elizabeth Rousseau	82
Jean Alice Letitia Hooper	80
Stanley To	80
Wai Ki-chung	80
Alfred Chan	80
Charles Morrison (Violin)	80
Wai Kij	79
Takako Akawa	78
Bebe Koh (Violin)	78
Sachiko Akawa	76
Charlotte Sangar	76
Mary Frances Wallace	75
Wai Hui-chung	75
Andre Pestonji	74
Bones Lau	74
Tin Yau-kuik	74
Dora Chow	74
Iris Hickes	73
Beatrice Kan	71
Maurice Kan	70
Gerda Riecken	70
Doris Fenton	70
Margaret Chan	66

on this occasion was accompanied by his American bride, formerly Miss Janet Lewis, of Rochester, whom he married at Detroit last January.

SUMMER SALE

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RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station, Z.B.W. on 355 metres:—

10 a.m.—Church Service relayed from St. Joseph's Church:—

I.—Holy Mass.

"Kyrie" (Capocci).

"Veni Sancte Spiritus" (S. Keummin).

Sermon on "Pentecost" by the Rev. Fr. R. W. Gallager.

Sanctus, Benedictus & Agnus Dei (Capocci).

II.—Benediction of the Blessed Sacrament.

Adore Te.

Fontem ergo.

Adoremus.

11.15 a.m. (Approx.)—Chinese Programme.

1 p.m.—Close Down.

3 p.m.—Programme of Victor Records.

9 p.m.—

"Morning, Noon and Night in Vienna" . . . Vienna Philharmonic.

6.10 p.m.—

"Tango" (Elman) . . . Mischa Elman.

6.18 p.m.—

"Danny Deever",

"On the Road to Mandalay",

Wernerath.

6.28 p.m.—

"Marche Slave" (Tchaikovsky),

Philadelphia Orch.

9.31 p.m.—

"Love's Old Sweet Song",

"Memories of Home" . . . Neapolitan Trio.

9.43 p.m.—

"The Prophet",

"When the King Went Forth to War",

Challapin.

9.51 p.m.—

"Life in Hungary" (Fantasy),

Hungarian Rhapsody Orch.

10 p.m.—

Selections from "Katinke",

Selections from "Rosa Marie",

Victor Salon Group.

10.09 p.m.—

"Lehrstunde" . . . Marek Weber & Orch.

10.17 p.m.—

"Could I Believe" (La Sonnambula),

"From Secret Caves" (Palkstaff),

Dni Monte.

10.25 p.m.—

"In a Chinese Temple Garden",

"In a Persian Market",

International Concert Orch.

10.30 p.m.—Close Down.

APPOINTMENTS.

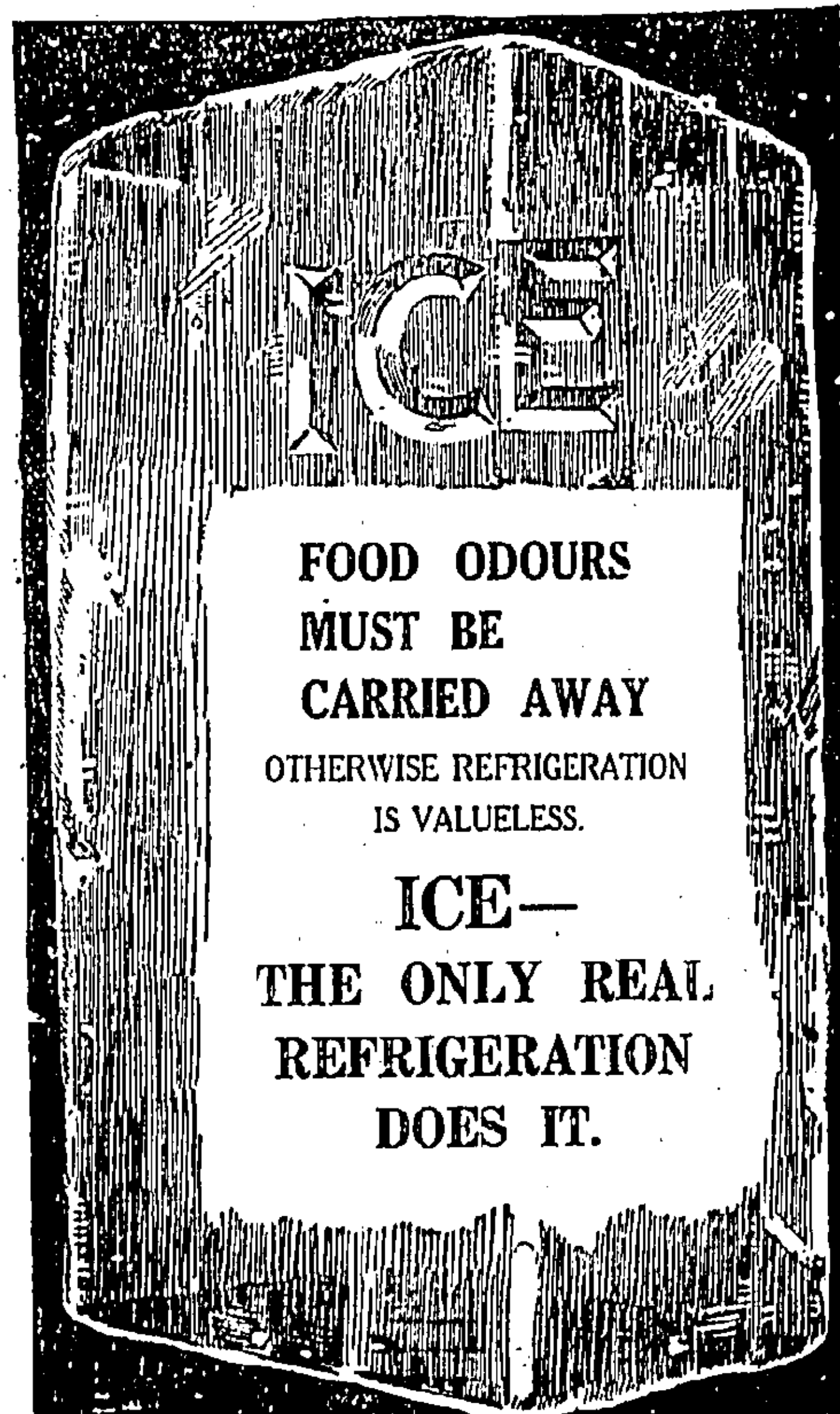
His Excellency the Governor, Sir William Peel, has made the following appointments:—

Mr. Charles Gordon Stewart Mackie to be temporarily an unofficial member of the Executive Council, in the place of Mr. William Edward Leonard Shenton, who is temporarily absent from the Colony with effect from June 4.

Mr. Paul Lauder to be temporarily an unofficial member of the Legislative Council, in the place of Mr. William Edward Leonard Shenton, who is temporarily absent from the Colony, with effect from June 4.

Mr. Gaston Pécros de Martin, M.B.E., to act as Director of Education, with effect from to-day.

Mr. John Barrow to be an Assistant to the Secretary for Chinese Affairs, with effect from June 4.



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WISE AND OTHERWISE

With her whole body tense with fear, she stood in the death-like silence holding her breath while she stared at the white face before her. The sudden jerk of a hand almost made her heart stop beating. Now it was quivering on a level with her eyes—it was a long, thin, tapering hand—and it was black. It moved slowly—and on and on relentlessly.

"Is this to be the end, after all that I have endured?" she moaned. Suddenly it stopped.

An exclamation of surprise escaped her—"Only 7at. 3111.7 I shan't have to give up my midday stick of toast after all!"

Tom: "Didn't your brother forget his lines at the Amateur Theatrical last night?"

Jack: "No. He only mixed them a bit. Instead of saying, 'I hear the tramps of approaching footsteps,' he said, 'I hear the footsteps of approaching tramps!'"

Bramble: "Yes, I'm ugly. I know I'm ugly; but there is one great consolation."

Friend: "What's that?"

Bramble: "If over I should become great, and the people should resolve to erect a statue to my memory, they won't be able to make me out any uglier than I am."

Bank clerk: "Madam, you've already overdrawn your account."

Lady: "What's that?"

Clerk: "You haven't any more money in the bank."

Lady: "The ideal! A fine bank, I think, to be out of money because of the little I've drawn. Well, I'll go somewhere else."



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The Harvest of the Sea

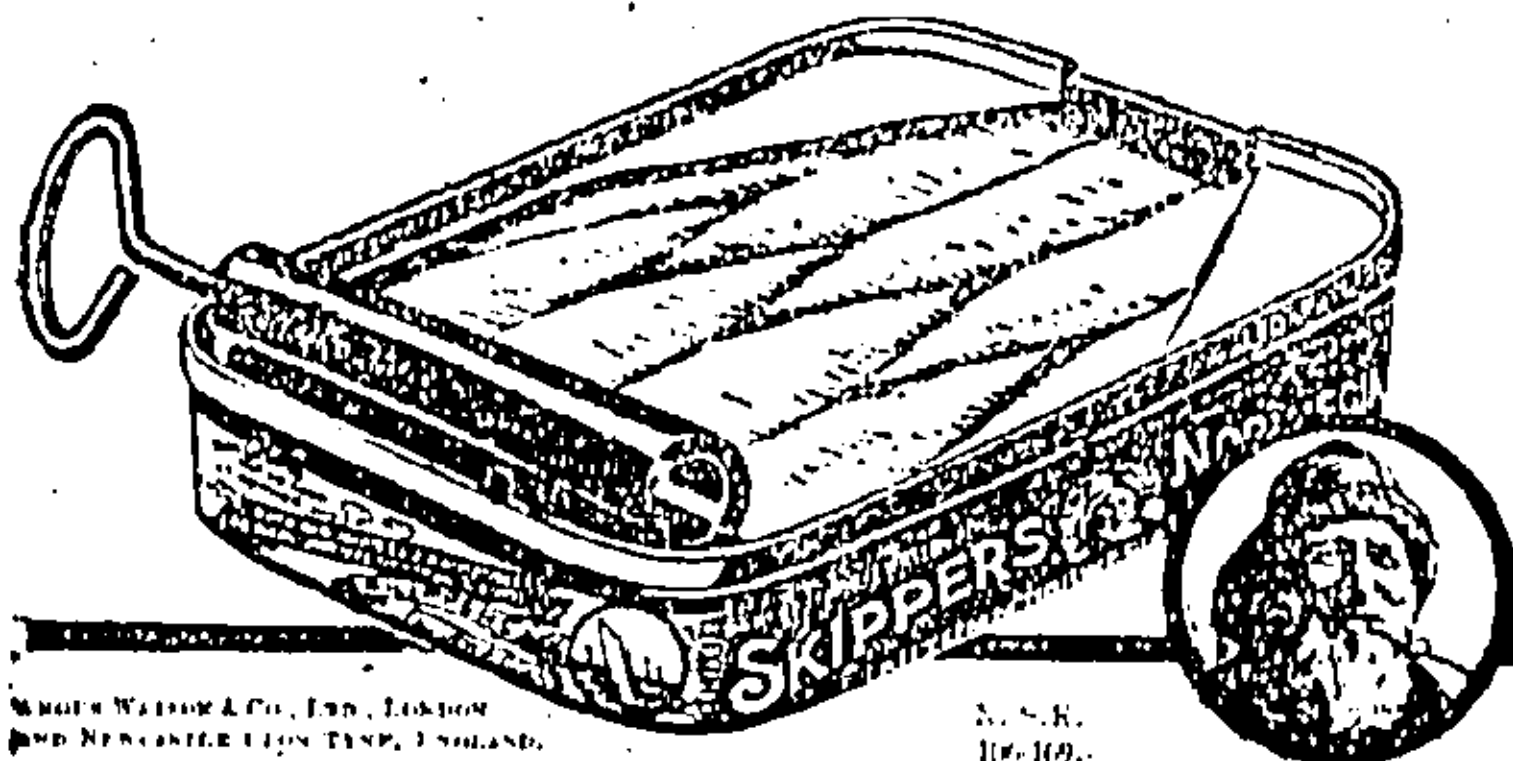
However far inland you may be, and whatever the season of the year, you can enjoy the pick of the sea's harvest in the form of "Skippers."

These dainty little silver fish, in purest Olive Oil or choice Tomato, canned by the most modern methods, which preserve all their delicate flavour and valuable vitamins, make a delightful addition to any meal.

No hard bones or tough skins—just tasty mouthfuls of sheer goodness, nourishing and delicious.

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Suit you to a Tea.



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On Friday there was no football match in Glenely.

No, it was not because it was raining, because on Thursday it had rained harder and yet the Gladiators were out kicking around between showers, regardless of the possibility of the clothing of passers-by being ruined if struck by the wet and dirty ball. The reason for the suspension of play on Friday was due to an Indian constable unwittingly straying on to the famous football ground to shelter from the rain under a verandah. The players probably thought his presence was for a less innocent reason, and they promptly made themselves scarce. In fact, so suspicious were they of the constable's unexpected visit that they kept away from Glenely for the rest of the day, much to the relief of people who have to pass that thoroughfare to and from town.

The episode on Friday illustrated clearly what a blessing the presence of the constable had been. Therefore, can't the I.G.P. help to abate a nuisance and earn the gratitude of pedestrians and Glenely residents, too, (especially those living in ground floor flats who have suffered through the ball being kicked into their places), by sparing a constable to patrol the place for, say, one week, and keep the "street footballing pests" away? One week of finding their attempts to have a match frustrated by a constable may be enough to convince them that their long immunity is no more.

The accident on Thursday to Mr. Rowgan Choi and his miraculous escape from death, after falling with his car down a 20 feet high embankment from Upper Albert Road into Lower Albert Road, brings forcefully home the necessity, in a hilly place like the island of Hong

Kong, for all roads with sheer precipices to be made safe for motor traffic by the erection of strong granite walls on the open side. Such a wall was erected recently in Caine Road, along that stretch from Government House to Glenely and every one comments that it was a move in the right direction. Why not carry on the good work to all roads with dangerous drops on one side? It will cost a little money, no doubt, but the expenditure will be worth while in the long run as was illustrated in Caine Road where the iron railings which formerly stood on the side of the road were continually being broken, and, besides being an eyesore, were a constant expense to repair. Some of our roads, like Albert Road, where the accident to Mr. Choi occurred, is not even guarded by an iron railing.

No Possible Lower Albert Protection.

That stretch of Road, from the Dairy Farm's town depot to the Government Offices is railed with rusty, hollow inch-thick pipe railing, which is no protection to all to skidding motors. As heavy buses are daily turning that hairpin bend from Upper into Lower Albert Road, the danger of a serious accident is always present and it requires no stretch of the imagination to picture the disaster which will occur should one of these buses one day skid in turning the bend, break through the railing, crumpling with rust, and fall fifty feet into Ice House Street. Must the authorities wait until such a terrible disaster occur before they decide to act? Let the accident to Mr. Choi serve as a warning of the more serious disaster suggested above, and let the work of making our roads safe be taken up immediately.

It is as well that residents both on the mainland and the island should make themselves conversant with the Hong Kong Storm Signal Code (local). Now that the typhoon season is here, the need for such is greater. A convenient map, called the Landsman's Handy

Guide to locating the centre of a typhoon (specially drawn for and published by the Newspaper Enterprise, Limited) can be obtained at the offices, at 3A, Wyndham Street, for 40 cents only! This map is extremely useful, and should be possessed by all residents and sea-going people.

The question has Arms and been raised in the Man. Hong Kong as to whether a pop-

gun, discharging a cork as a missile, is a weapon within the meaning of the Arms and Ammunition Act. We find the following interesting comment in the Straits Times:—Late a number of "shooting galleries" have been established in unoccupied shop premises at which people of the coolie class may try their luck at shooting for packets of cigarettes. The Police considered this practice undesirable, and instituted proceedings against the owners of the "galleries," who have been fined the nominal sum of one dollar, and ordered to close down business. During the Police Court proceedings, a local solicitor gave evidence to the effect that he had gone into a store and purchased a toy pop-gun for his son. He then solemnly applied to the Police for a licence, but two different officials assured him that such a permit was not necessary. Still not satisfied, he went to one of the Police Superintendents, who told him that inquiries were being made as to whether the small boy was, in fact, a fit and proper person to own a licence, and that, meanwhile, the whole matter would be carefully considered in all its bearings. It is not yet known what the result of these deliberations is, but, presumably, the small boy is happily popping the cork "bullet" from his toy gun, unconcerned as to whether or not he is infringing the provisions of the Arms and Ammunition Act. Since these shooting galleries are very popular in Singapore, one cannot help wondering (concludes the Straits Times) whether the local Police contemplate adding to the gaiety of nations by following the illustrious example of their mirth provoking colleagues in Hong Kong.

SUNDAY SALLIES.

C.M.G.—Cheer Me, Girls!

C.B.E.—Capable, Bright, Efficient!

"Hong Kong's Place in the Air."

—Hot air?

Yesterday saw the parade of the Umbrella Brigade.

Why are more than seven days unsuitable for a honeymoon?—Because it makes the whole week.

In the absence of Frost the going was soft at the Races yesterday.

This swimming season threatens to rear a stiff-necked generation.

National Trait: One Irishman—A wit. Two Irishmen—An argument. Three Irishmen—A free fight.

"The kilts of the long line of Highlanders made a very impressive sight."—Must have been hanging on the line to dry.

Says a contemporary, speaking of the King's Birthday Parade: "It is not perhaps out of place to note that the Somersets' pipe band, and the bagpipes of the Punjabis were extremely lively."

—We like that about the Somersets' pipe band—it may not be a "scoop" but it is exclusive.

Again, we read that the Somersets were dressed in plain khaki, with military trousers.—We can quite authoritatively state that no good light infantryman ever goes on parade without his military trousers!

Mr. Justice Rowland said in the King's Bench Division recently: "No persons, in my experience, write worse than the people who enter up pass-books in the lunks."

Mr. Justice Rowland read one word in a pass-book as "Bauld."

Counsel suggested it was "Bundries." A witness who knew said it was "Self."

Our financial expert, when approached on the subject, scratched his head, and asked: "What is a pass-book?"

The rain is running a marathon race to overtake the average.

Tiers on the racecourse and tears on the bowling greens.

That M.B.E. may reasonably form the excuse for a Morris dance.

The language of tennis and bowls devotees yesterday was simply a wash out.

"Volunteers' Brave Turnout."—Why not give them all the V.C. for their bravery?

To "Jack": When a skip steals a shot on the last head he should be put in the stocks.

'Tis now suggested that the short-lived trip of the Maskeev was only the widow's cruise.

The real solution to the currency problem is that the dollar has been washed out by the rain.

Certain descriptions of the Birthday Parade may find themselves honoured in the pages of Punch.

Others nearly qualified for the Pink 'Un.

Tenders are invited for a "New Children's Playground" in Kowloon.—As if the newly born need one.

The Sanitary Board cannot now be expected to make Myles of progress, although it is now Hallmarked.

There is a Silva (Netto) living in the sky of the Legislative Council.

At the Government House reception the "Massive G.R. and Crown, illuminated with electric lights, stood in bold relief."

When was the massive V.R. taken down?

The Chinese woman who stole a plank of wood to build a shrine probably felt like the founder of the Salvation Army when he declared that he would accept money from Satan for the cause.

It was a case of forlorn tennis yesterday.

Can one really talk of rapid "strides" in aviation?—Why not rapid flights?

How about first aid to public speakers who exceed the time limit?

"Buyers do not seem interested in Ropes at the moment."—The jury averted at least one execution.

"Hong Kong Telephones have had a spectacular jump."—Not unusual when there's lightning in the air.

"Alarmed" wants the "full text" of a resolution on the dollar business cabled to London.—Why not the fool text?

At the Birthday Parade "the military horses behaved very well."—They're sure to be "mentioned in despatches" now.

Mr. Frost was thrown heavily by Abel, described as a "fratious pony."—The consequences would have been more serious if it had been Cain.

The Major-General wants a solution to the mystery as to why more young men don't join the Volunteers?—How about free W. and S.?

Very reassuring to read that the Punjab guard of honour at the Birthday Parade were turbaned.—The general public might not have otherwise noticed it.

But how can khaki shorts and puttees add variety to the colourful scheme?

A local resident has reported to the Police that someone stole from him between midnight and 6 a.m. a silk jacket, a pair of white drill trousers, a purse, and some keys.—He must have walked home with only his toes on.

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HONG KONG, SUNDAY, JUNE 8, 1930.

Whither Is the Colony Drifting?

THAT is the question of the moment in consequence of the continued slump in the dollar, but no man appears able or willing to supply a satisfactory answer.

Amongst the non-official community there is no one individual strong and courageous enough to give a lead. Of advice there is plenty. But advice of itself without concrete action is like uttering a stone to a starving beggar.

The finger of scorn has been pointed at the Currency Committee—firstly, for prejudging the case (or, at least, part of the case) without first calling any evidence; and, secondly, for the seeming delay in issuing its report. But who is he who can throw a stone at what may not eventually turn out to be a Rip Van Winkle but a Prince Charming or a Fairy Godmother? Not one individual in the Colony has come boldly forward and stated how he could have done better than the Currency Committee, still less to justify any vague charges of unnecessary and unreasonable delay on the part of that Committee.

Another school of public opinion would condemn the Government out of hand for either not prodding the Currency Committee into activity or not acting the role of soothsayer and seer by anticipating its recommendations and precipitately acting thereon whether the end would or would not justify the means.

Still another section indulge in airy nothings of generalizations in criticising the inaction—or action—of the financial experts whom they blame in no unmeasured terms for manipulating the money market to suit their own grossly selfish ends—as if the whole fabric of the business of the Colony rested solely on a philanthropic basis. These critics have so far not been able to prove by chapter and verse exactly where the financiers have erred. It is one thing to accuse; it is sometimes quite another thing to convict.

Where, however, are those who proudly pinned their faith in a low dollar a few short months ago? Where are those who placed themselves on a pedestal far above the common fry and declared that matters financial and commercial would automatically adjust themselves to the betterment of the whole Colony? They have vanished in the twinkling of an eye! They have joined the scare-mongers. Their voices are loudest amongst those who vainly but plaintively ask: "Whither is the Colony drifting?" Commercial failures and runs on Banks but add to their instability of intellect. Their very impotence is pitiful!

But, without the rot must be stopped! Stabilisation of exchange is overdue. The Colony must work out its own salvation—and that very speedily. And the people naturally look to their natural protectors and guardians—the Government. We have a new Governor, and an admittedly strong Governor. His task is one of the most difficult that ever confronted a Governor within recent decades; but, in the absence of any one real Herculean of finance amongst the non-official community, we must turn to him to save the situation and avert any further drifting into that abyss that must involve the whole economic fabric of the Colony in one great and ghastly catastrophe.

HONG KONG FAIRY STORIES.

Prayers for rain are to be offered in all the churches to-day.

Landlords have sworn not to raise rents when the assessment tax goes up.

All the members of the Currency Committee are to be raised to the Peerage.

Business has not been in the slightest degree affected by the slump in the dollar.

The Police Court Poor Boxes are to be placed at the disposal of Home-going Civil Servants.

We congratulate the popular local financier who is busy compiling a new Dollar and Sterling Exchange Table book giving the different rates from 1d. to 1/2, 15/16.

A local newspaper is rumoured to have offered a prize of \$10 to anyone sending in a list of suitable words to plume to append to letters to the Editor on "the Dying Dollar."

News in Brief

The body of a Chinese woman named Yip Kuei-moi, aged 44 years, was found by her husband early yesterday morning floating in the sea at Pong Choi Island. It was removed to the Kowloon Mortuary. There is reason to suspect that the case is one of suicide.

Lo Fat, a 54-year-old Chinese, was taken to the Government Civil Hospital yesterday with a fractured spine, as a result of falling from the deck into the hold of the s.s. Hiram. He resides at an unknown house in Chinese Street, Hong Kong, and his condition is considered serious.

A Chinese banished, ordered in 1927 to leave the Colony for a period of ten years, returned recently and, on being arrested, made his appearance before Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday morning, when he was sentenced to eight months' hard labour.

TENDERS INVITED.

Health Officer to Have New Launch.

KOWLOON PLAYGROUND.

Tenders are invited by the Government for the supply of one single screw tugboat launch for the Port Health Officer. The cost is on no account to exceed \$31,000. The Dimensions are: Length O.A. 60 feet; Breadth O.P. 11 ft. 9 ins.; Depth Moulded 5 ft. 9 ins.; to be propelled by a Semi-Diesel 72 H.P. motor, and to be built generally in accordance with a design prepared by the Government Marine Surveyor, a plan of which may be seen at the Government Marine Surveyor's Office.

The hull, machinery and equipment to be constructed throughout of first class materials to the entire approval of the Harbour Master and the Government Marine Surveyor who will examine and approve the plans and specifications before construction is commenced.

Children's Amenities. Tenders for the formation of a new children's playground at Kowloon, will be received at the Colonial Secretary's office until Monday, June 16. The work consists of the erection of a stone and concrete shelter, lavatory block, swings, etc., and the enclosing of the ground with a wrought iron fence.

WHY THIS THUSNESS?

Talking of salaries of Government Servants, here is a case in point.

An officer has a salary of £200 per annum paid at the rate of \$12 to the £, plus exchange compensation allowance of 16 per cent., which total \$232 per month.

\$200 a year is £16 13s. 4d. per month which, if paid at the present value of the dollar, would be \$283 per month.

The Government is, therefore, saving \$51 per month in the case of an unmarried man on every \$200 of salary!

Does this not point to the need for a currency expert at a fabulous salary for a few short months, but to the necessity for the permanent appointment of a financial expert of the standing of Mr. C. J. Rivett-Carnac who compiled Sinn's first Budget or of his successor, Mr. W. J. F. Williamson?

Think it over!

TAIPO TOPICS

(From the United Press Staff Correspondent in the Front.)

At the weekly meeting of the Taiipo Urban District Council the member for Kwai Tin laid on the table a series of suggested designs for the new coat-of-arms for the city. After considerable discussion the Council unanimously decided to adopt the design prepared by Mr. Wan Min-che, a well known local artist. This consists, briefly, of a mosquito entangled in barbed wire with flies from the garbage heap pecking at him, on a background of 40 uncultivated padd fields, with appropriate quarters and the motto "Anopheles Omnia Vincit," the whole enclosed by a wreath of double track railway surmounted by a horse, a lock and a gate.

The committee of the S.P.C. Mosquitoes then laid before the Council an interesting report on the physical condition of young mosquitoes from Shum Chun who daily are obliged to walk to and from the Taiipo Anopheles College in all weathers. The report states that of 7,600,000 infant "mosquitoes" examined by the Society's doctors 4,600,000 were suffering from various vices; 2,300,000 were paralysed; and 50 per cent. of the remainder were either flat-footed or had bunions.

The report emphasises the fact that this distressing state of affairs is due entirely to the Council not seeing to the provision of adequate and cheap means of transport between the two cities. We have since been informed that the K.C.R. is giving the most sympathetic consideration to the question of running two school trains daily between Shum Chun and Taiipo. Each train will consist of five tank carriages filled with Taiipo water (the stuff which was shut off the "Jugmaster's" garden last August) and equipped with all modern conveniences of a mosquito nursery. This innovation should go a long way toward solving the problem of transport for scholars attending the College.



My Dear Christina,

I have such a lot to write about this week—that I didn't know where to begin first. I happened to mention this to Wull yesterday, and what did you think was his reply—what about the Civil Service's fifth double victory at lawn bowls? That just shows how muckle is in a man's held! No wonder that Jack Laing, him o' Talkoo, made a parody on "Always Blowin' Bubbles" about men folk aye playin' lawn bowls—"bowlin' a' the day" an' every night tae if they had a chance as they have down in Australia. The first time that Wull comes home an' starts a conversation about anything else than lawn bowls I'll let ye know, Chris—but I can bet it won't be before the middle of December.

I told you last week about the dollar goin' down, so I canna open with that again, unless to say that it is still steadily droppin', although the only panic is in some o' the newspaper pleaders. "Panic" is a nasty kin' o' word tae play about with in print. We were a' supposed tae be in a panic durin' the strike an' the boycott five years ago, but a calmer lot o' folk ye never set yer eyes on.

Oh, aye, there is the King's Birthday. What a big difference frae the days when I was a wee lassie an' the school maisters trailed a' the kiddies out tae the Racecourse tae try an' sing the National Anthem an' took a tinnie wi' us an' we got real tea and a bun, an' on Queen Victoria's Jubilee we e'en got a medal. An' at night there was a great big bonfire that was trailed right through the High Street. We bairns were allowed to stay up late an' go to our uncle's shop—he was a Bailie in those days, so it was quite safe—an' wait till the bonfire passed. Those were the twa great days in oor lives—Queen Victoria's Birthday an' Guy Fawkes's Day for they were both made conspicuous by bonfires.

Now it is a matter o' history that May the 24th became Victoria Day and then Empire Day, but the trips tae the Racecourse are no more, bonfires are a forbidden joy, an' a' that bairns get is a sermon on loyalty an' patriotism—no e'en a bun an' a cup o' reel tea much stronger than ye w'd ever be allowed tae get in yer ain hoose.

Here on the King's Birthday we had a Parade. A' the Navy an' the soldiers—the Argyll and Sutherland Highlanders, the Somerset Light Infantry, the Punjabi Regiment, and the Volunteers—took part and met near the Cenotaph o' a' places as if it was a memorial service or something o' the kin'. Wull he had tae be at his work—beg his pardon, his office—but he gave me a hint tae gae up tae the verandah o' the Supreme Court as he knew a frien' who knew one o' the bailiffs there, he—the frien'—once obligin' the bailiff by sayin' him the trouble o' goin' a' over the town lookin' for him wi' a summons.

I took tva o' the bairns wi' me an' it was a guid job I took Wull's tip for the place a' about the Cenotaph an' Queen's Pier—I'm sendin' you the China Mail and the Sunday Herald, coloured supplements to give you an idea of the lie o' the land—was fair crammed. There couldn't ha' been a bigger crowd had somebody been giein' awa' something for naething. E'en on the verandah o' the Supreme Court it was packed like a free performance on a Sabbath afternoon at Home.

I met Wull's frien' who had childed the bailiff an' he very kindly agreed tae keep an eye on one o' the youngsters whilst I kept my eye on the other, an' e'en then a lady asked him if she could put one o' her bairn's hands on his shoulder just tae steady herself in such a crowd!

maunder were either flat-footed or had bunions.

The report emphasises the fact that this distressing state of affairs is due entirely to the Council not seeing to the provision of adequate and cheap means of transport between the two cities. We have since been informed that the K.C.R. is giving the most sympathetic consideration to the question of running two school trains daily between Shum Chun and Taiipo. Each train will consist of five tank carriages filled with Taiipo water (the stuff which was shut off the "Jugmaster's" garden last August) and equipped with all modern conveniences of a mosquito nursery. This innovation should go a long way toward solving the problem of transport for scholars attending the College.

The sailors an' the soldiers marchin' past was certainly a very fine sight, Chris, an' I wish ye had been here tae see it for yersef. E'en the Guard o' Honour o' the Highlanders forgot for a moment they were Scots an' gave the Royal Salute, whilst a' the massed Bands played the National Anthem in instalments between the firin' o' the guns. The bairns seemed a bit scared o' the big guns firin' off, although they couldn't see them, they bein' on the Murray Parade Ground, but the din was as if twa thunderstorms and a hundred cats had collided.

The Highlanders were down on the programme for whole three feus o' jotes—that must be French—but e'en with three there were too few joys about the whole thing to my way o' thinkin'. After that the massed Bands played the whole o' the National Anthem just in case some o' us had forgotten so much at a time. After that the other Bands faded out as if they had quite enough for one mornin', but what did the China Mail say?—"The Band o' the Argyll and Sutherland Highlanders stood fast." Shades o' "The Thin Red Line"—who expected them tae do anything else but stand fast? Had it been at a Club or in the Canteen—weel, let theither follow stand fast, an' stand often at that, until the beer tops are finished. An' what for na?

Then came the March Past—weel, Chris, if ever I was proud o' the bonnie Highlanders' it was in the March Past—it was a sight for sore eyes an' no mistake. It was a pity that no o' the paper reports got a bit mixed up an' said that "even the strides of the men on parade were heard." Weel, as the Highlanders wore their kilts, how could their strides be heard, I ask ye? The Highlanders Band, too, played, for the Navy and for what was called the Small Units an' after that the Governor he took the salute. He came here frae Malaya wi' a reputation for his takin' ways, he did. Wull he says the only fault he ever found with him was he never saw a lawn bowl in his hand!

Weel, thanks to the Highlanders, I enjoyed the Parade fine an' so did the bairns. In fact, the bairns have been copyin' them a' week an' tea-in' me tae buy them kilts and Glenquarry bonnets.

There was no celebration in the afternoon, but I do think they might ha' got a loan of the warships an' taken us a' for a cruise round the Island. What's the use of the China Fleet if it cannot be put to some such purpose on the King's Birthday? I am very sure King George would not grudge the expense once a year anyway.

At night there was a big reception at Government House. A' the tail-plins an' their wives were there in full bloom, no tae speak o' Civil Servants an' their wives, an' they had dancing and Bridge. It was the first reception given by Sir William an' Lady Peel since they arrived an' it looks as if they will make very good entertainers. Wull he, o' course, awears by him for he knew him in Penang and they'll both called Wull an' Wull (my Wull) he says he'll get Mr. Southern to coax Sir William to play lawn bowls before he's been in the Colony many moons. When Wull says that about anybody it shows he's awfu' fond o' him.

Now I must stop, as I'm goin' roun' tae congratulate Mrs. Morris on gettin' the M.B.E.—she's the wife o' the dominie o' King's College—Mr. Traiman on gettin' C.M.G., and Mr. Dyer—him o' Kowloon Dock, o' course—on gettin' the C.B.E. You may judge from this that King George ha'na altogether forgotten Hong Kong, thanks tae Prince George, who was here on the Hawkins at one time, Jockin' his memory.

Cheerio—in spite o' the fallin' dollar and its rainin' cats an' dogs.

MAGGIE MACLEAN,
Hong Kong, June 7.

stationed in the vicinity of Taiipo and Taiipo Market have caused the Council to give the most careful consideration to the intention of renaming the place Newmarket.

NOT A SPORTSMAN.

Tale of a Tile on a Thursday.

Holding that the defendant had acted in a savage manner, Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday ordered a Chinese to pay \$5 compensation to a Chinese stall salesman at Waterloo Road, whom he assaulted on Thursday, by throwing a piece of tile at the man's left cheek.

Defendant alleged that complainant had gathered about 50 to 40 people to attack him. And in self defence he threw the missile.

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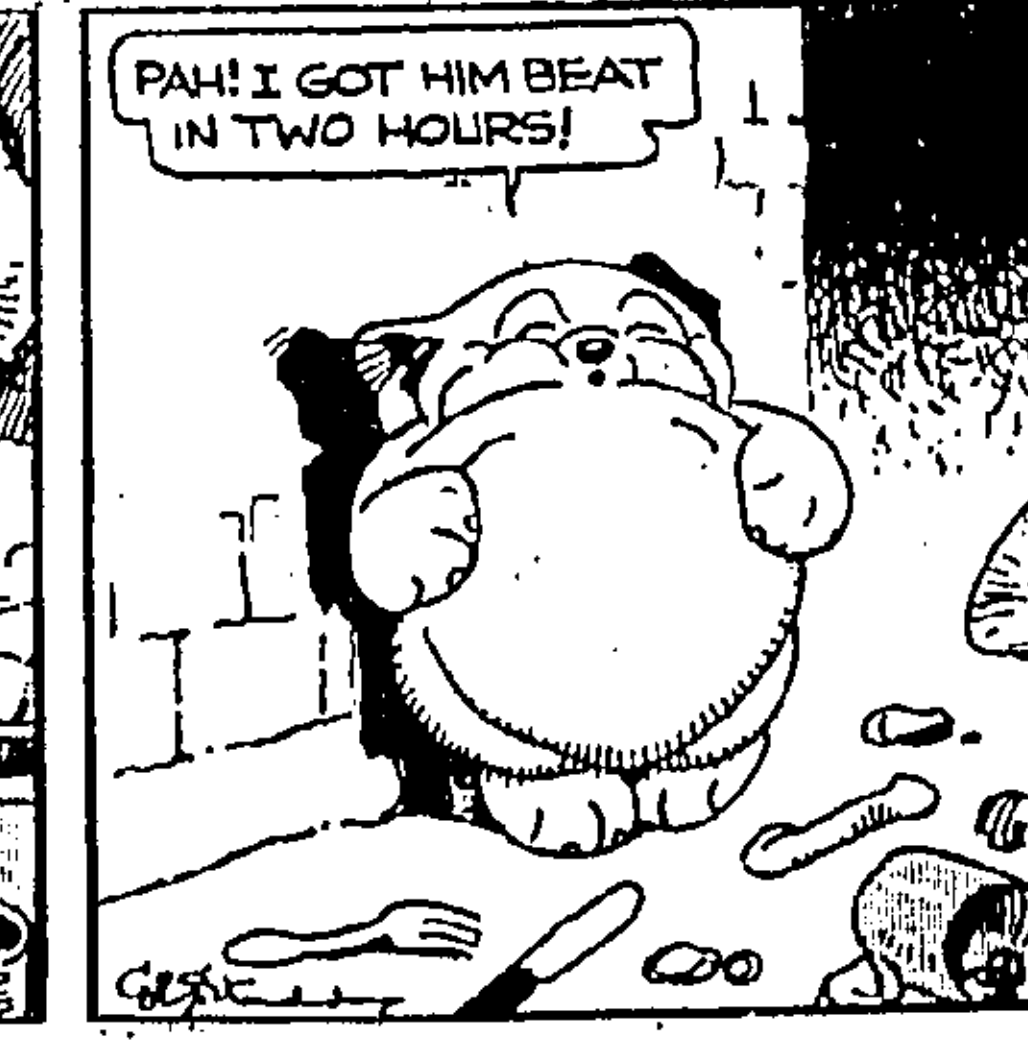
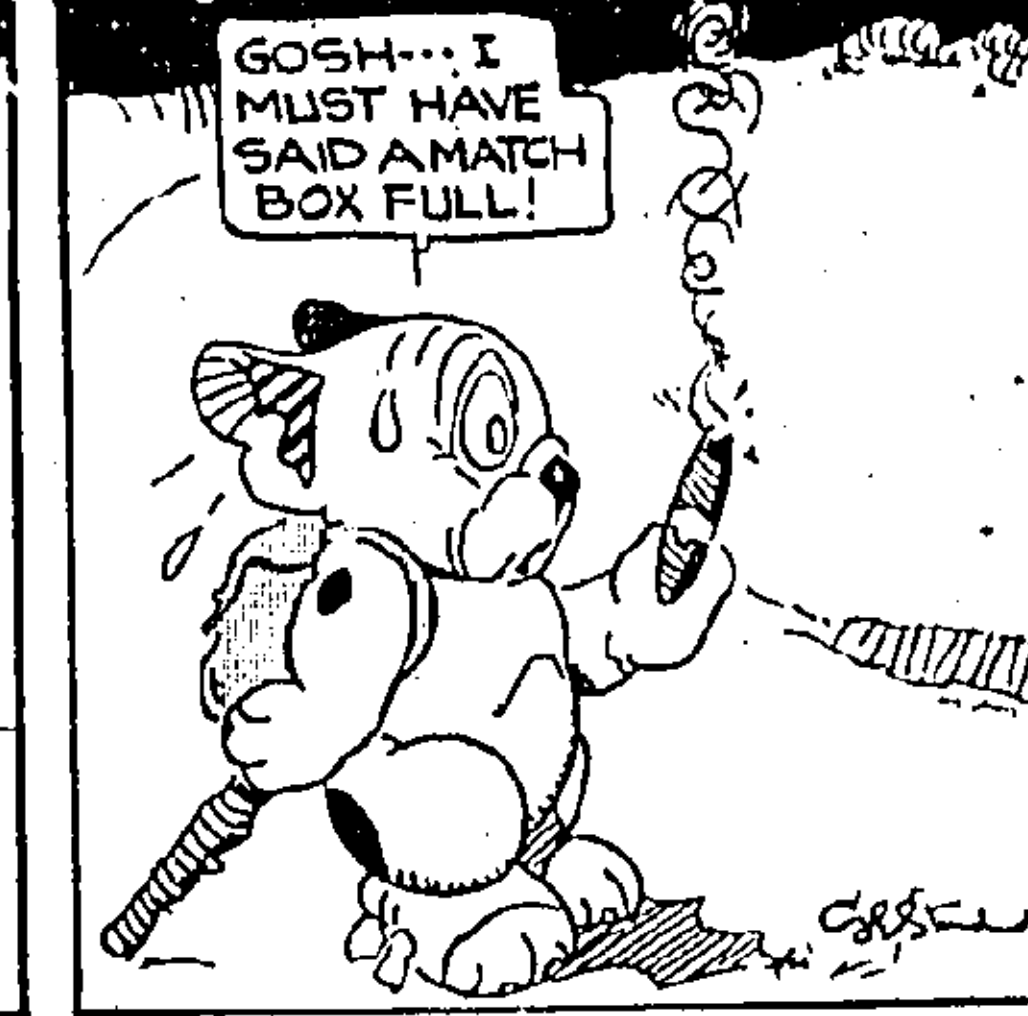
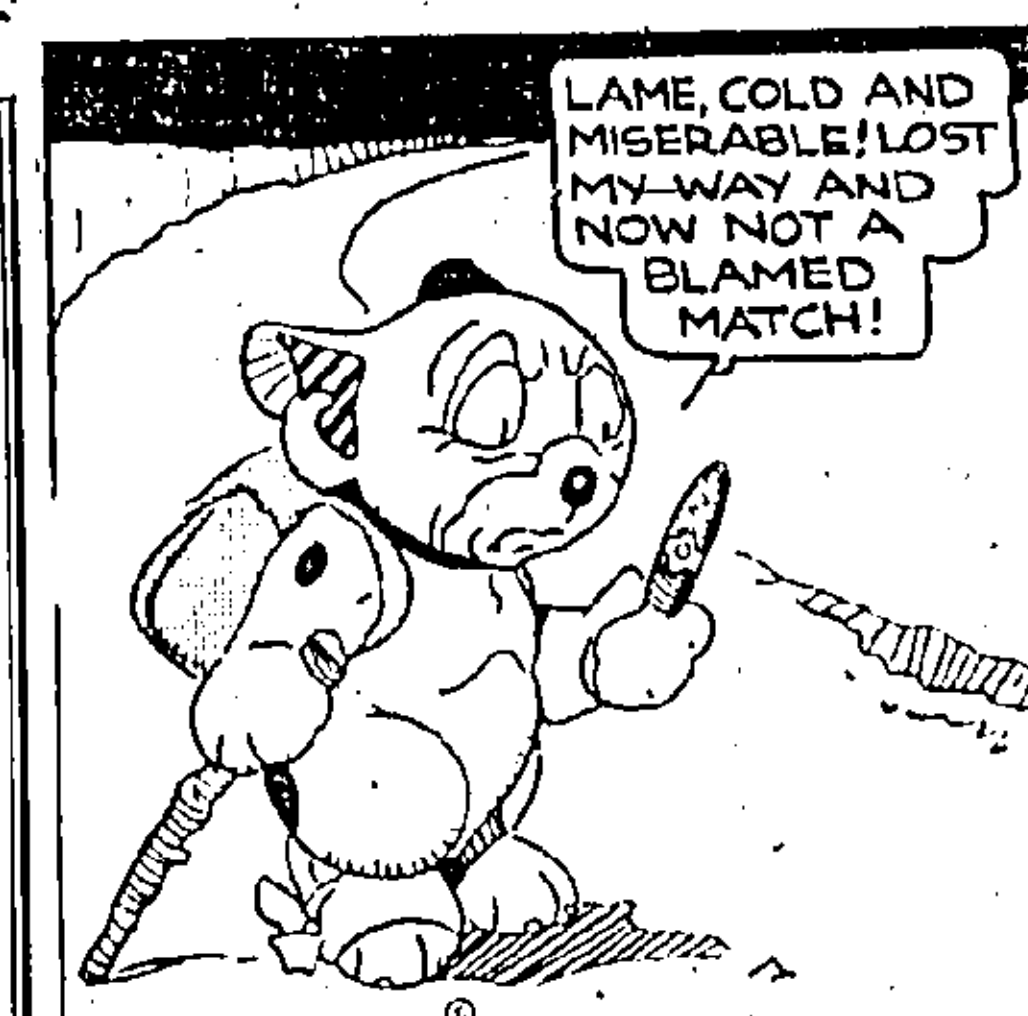
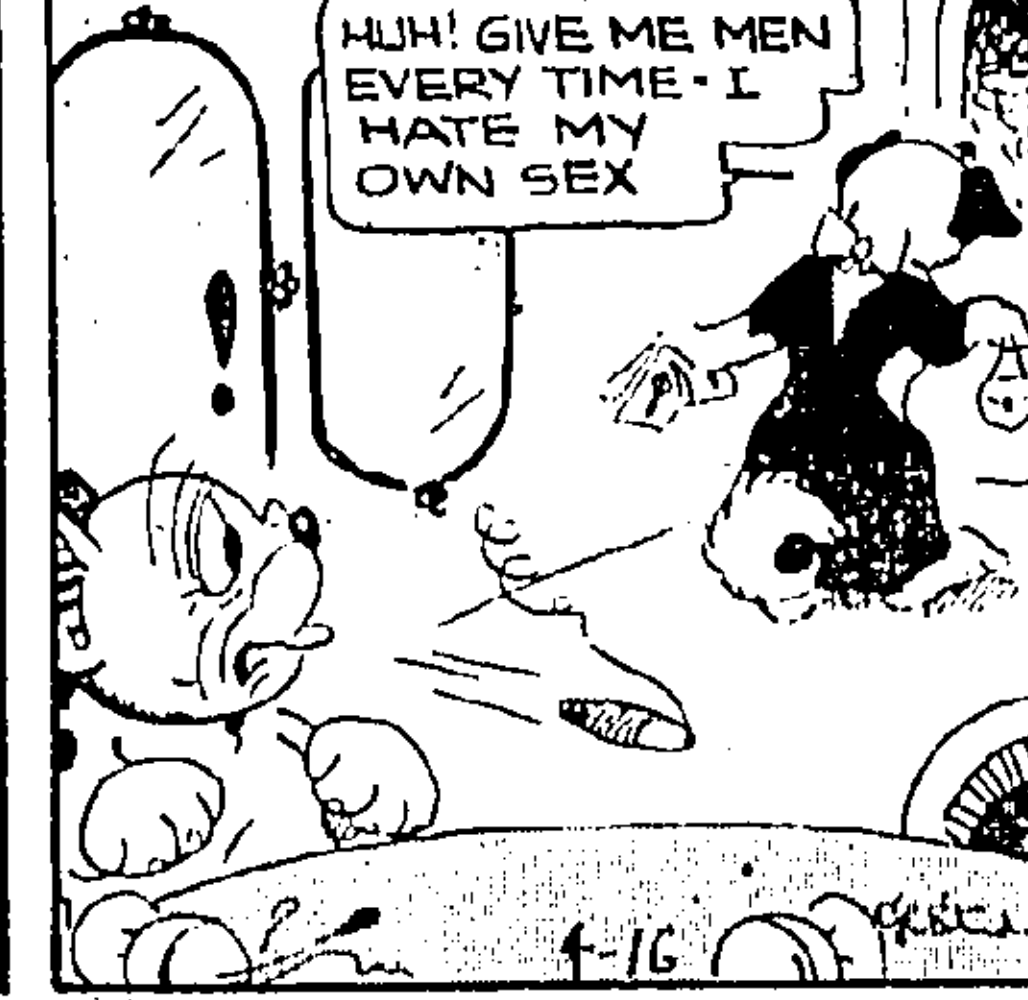
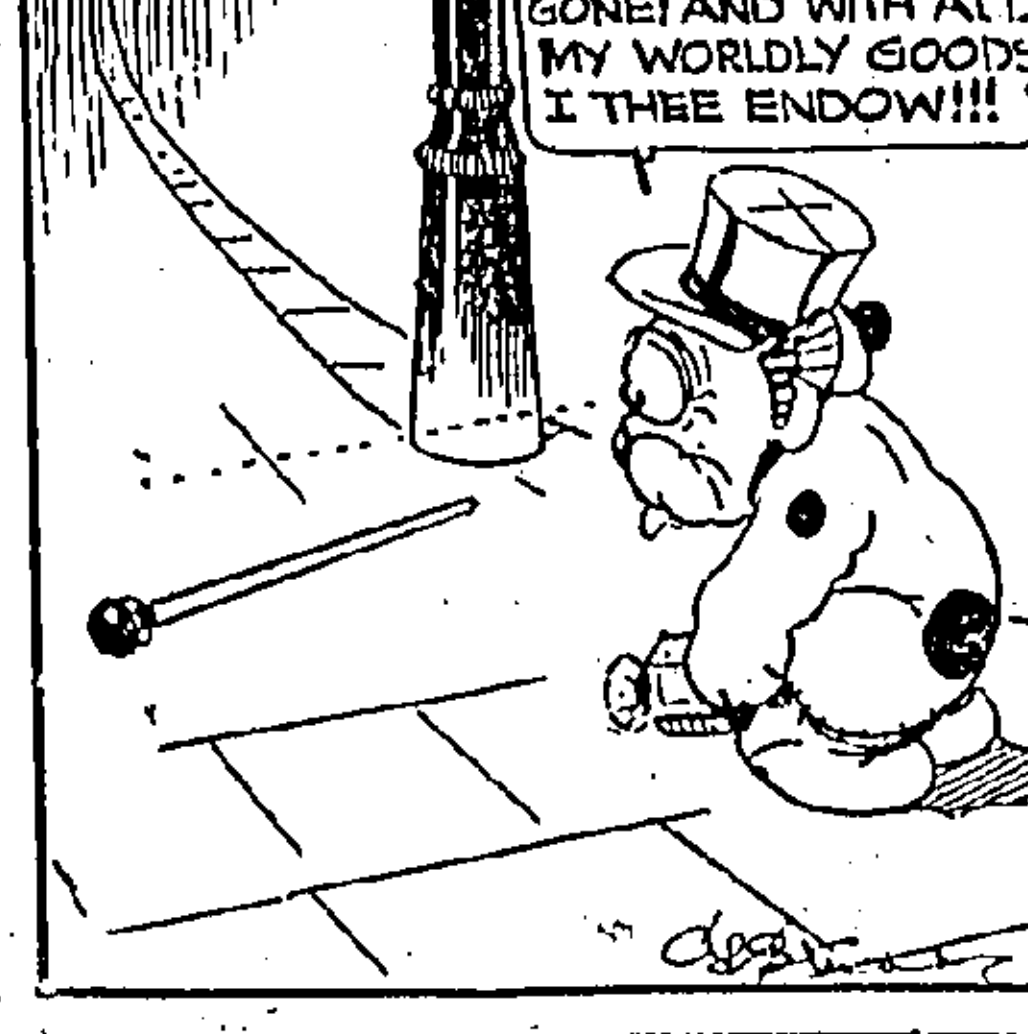
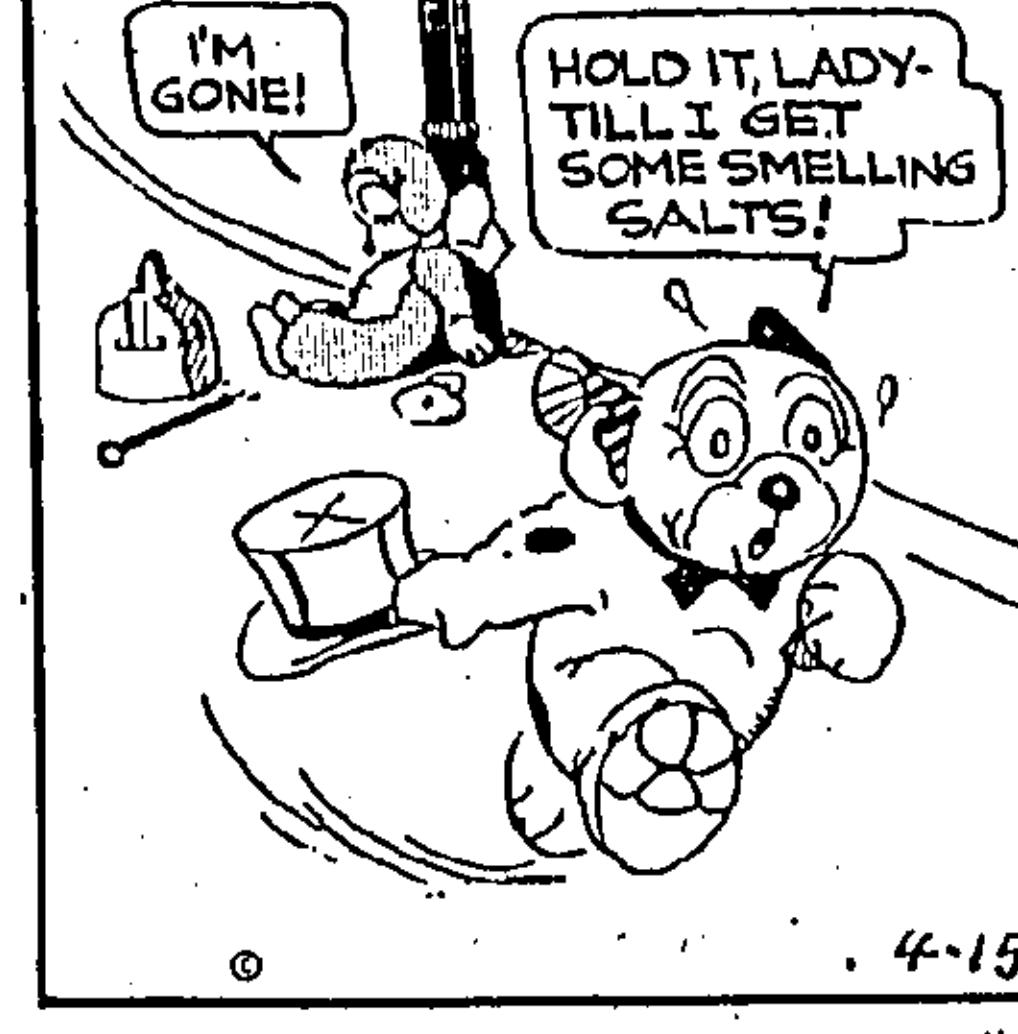
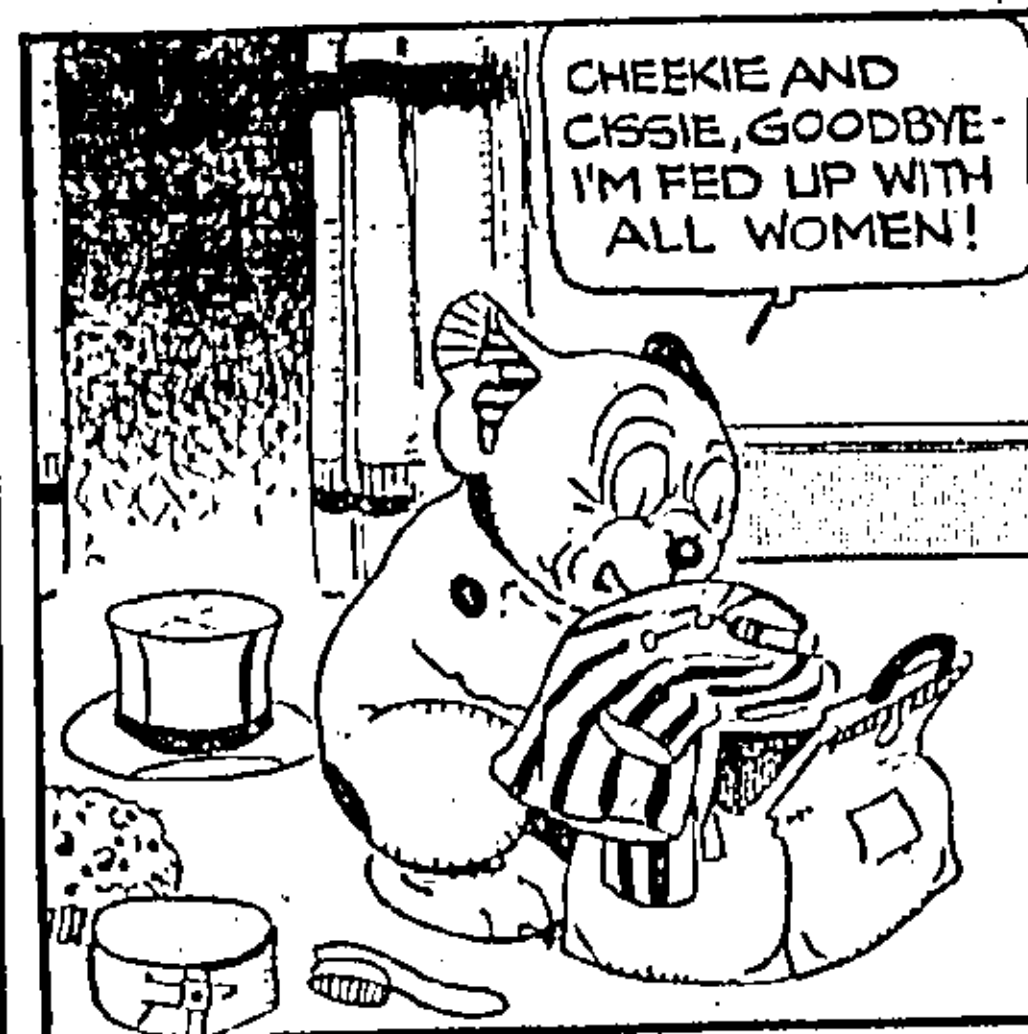
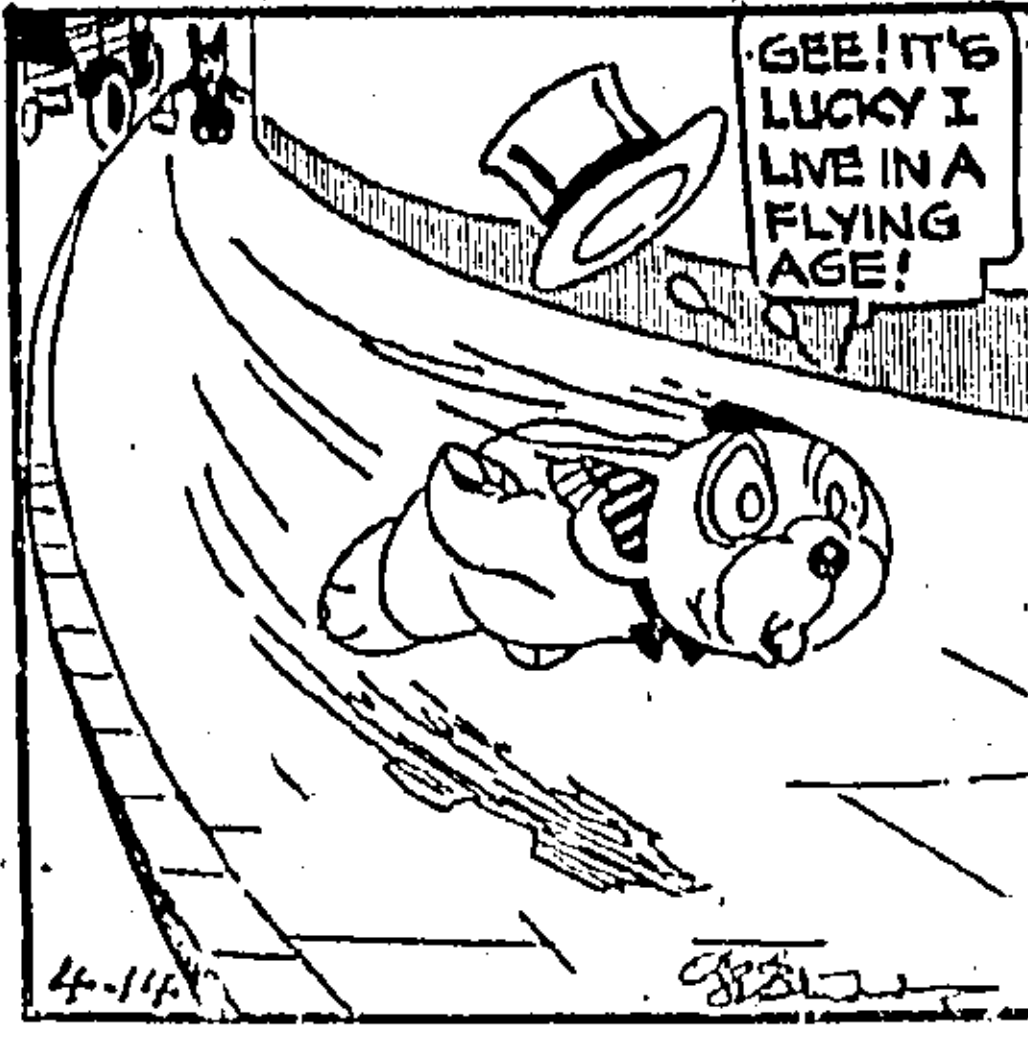
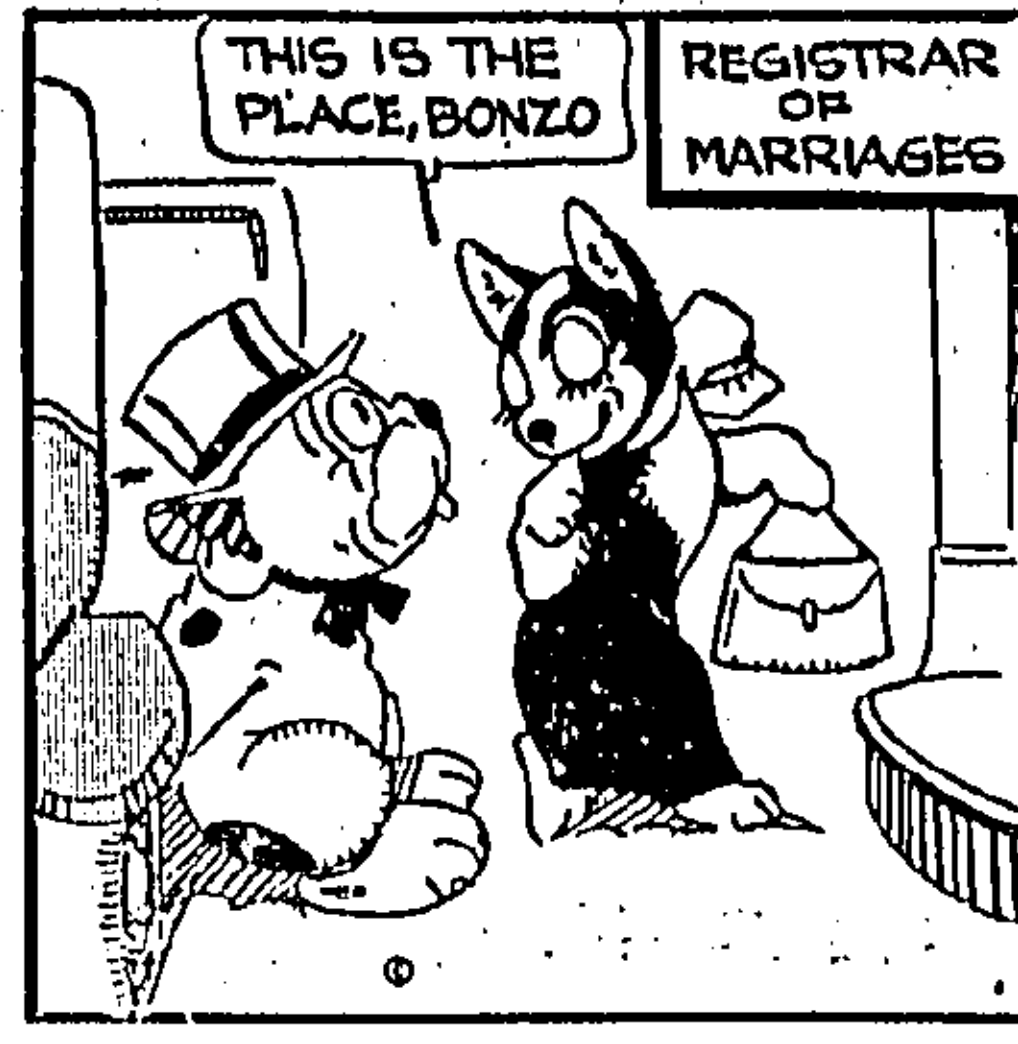
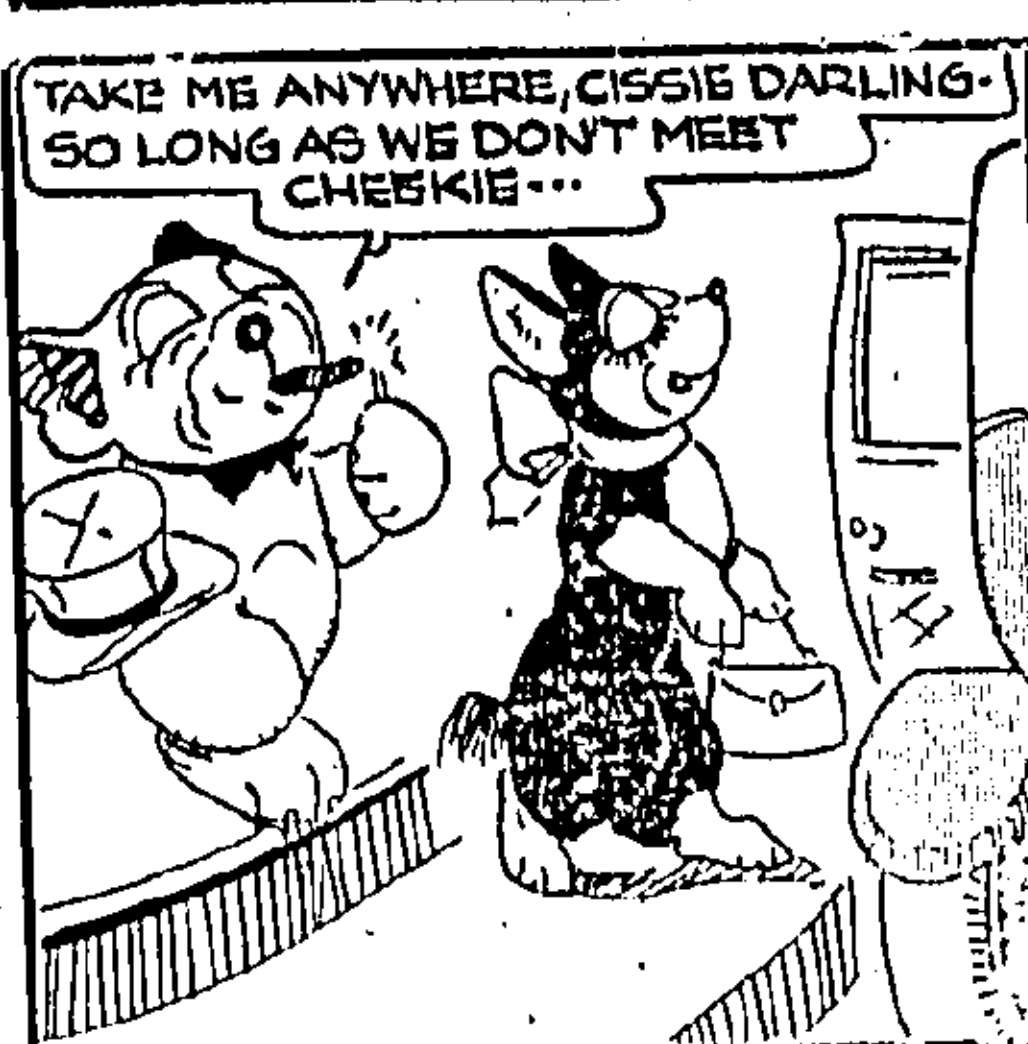
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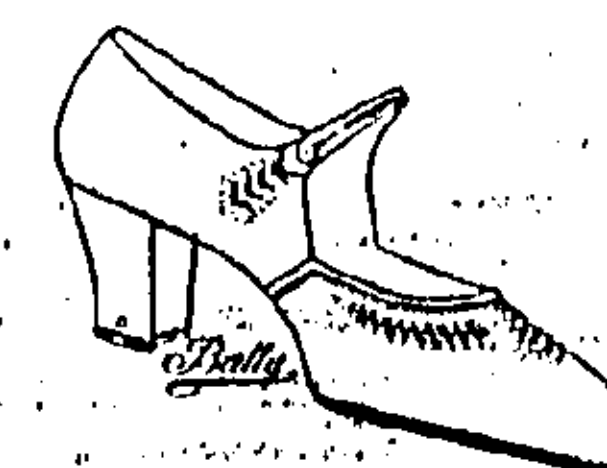
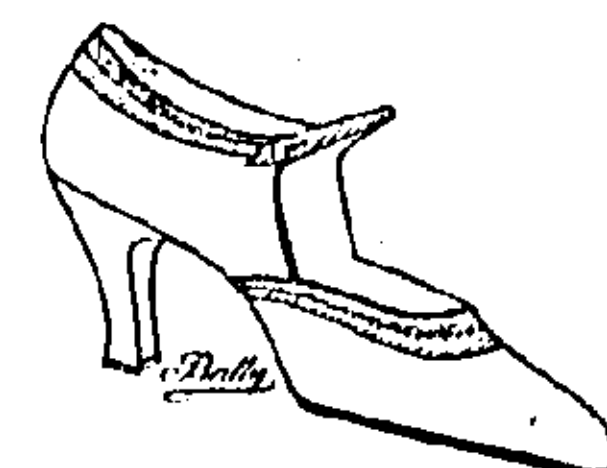
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ROUND THE GLOBE IN PICTURES

Cut Cost of Sections



An announcement of interest to those who like to have plenty of head-space when travelling in sleeping-cars has been issued by the Canadian Pacific Railway. From May 1 the upper-berth in a standard sleeping car will be available to a traveller holding the lower-berth of the same section for the price of the lower and half the price of the upper-berth. Formerly it was necessary for a passenger to buy a complete section, lower and upper-berth, paying the combined charges for both, if the privilege of having an unoccupied berth overhead was desired. From May 1 this privilege will thus be available at a substantial reduction. When sold in this way the upper-berth will not be let down, and the occupant, besides having more room for dressing and more freedom of movement generally, will have the right to use extra mattresses, pillows and blankets. When sold at the reduced price the upper berths will not be available for sleeping purposes, and sections will, consequently, not be sold at these rates if both berths are to be occupied.

Missing Flyer Reported Captive of Indians.



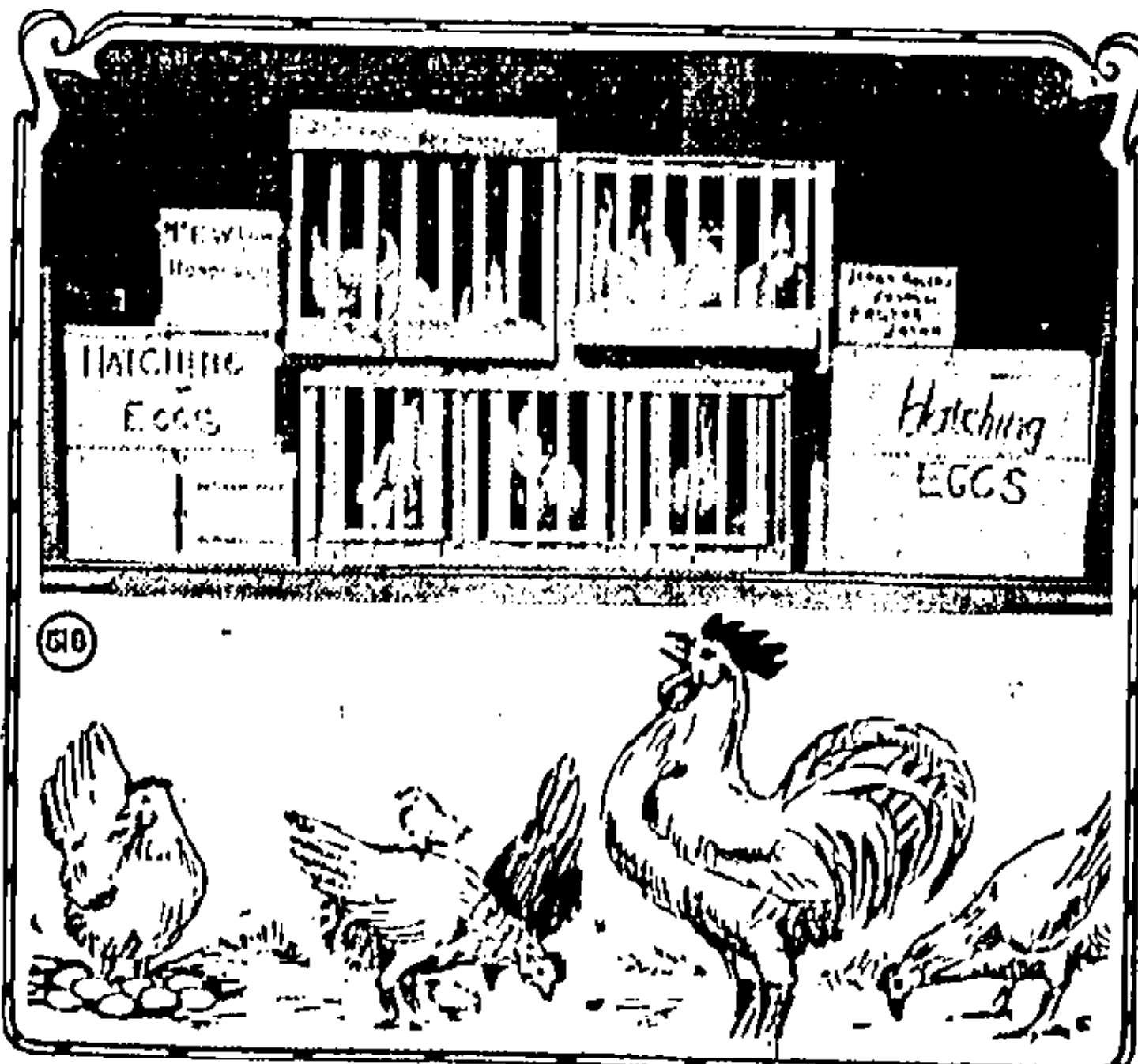
Maurice Graham, aviator, is believed to have been forced down between Salt Lake City, Utah, and Las Vegas, Nevada. Rumors of the well-known aviator have been conducting an intensive search for him but have been hampered by heavy clouds. With the lifting of the mists it is thought the chances of finding him are improved, although one rumor has it that the flyer is being held captive by Ute Indians.

U.S. Attorney-General.



Attorney-General William Mitchell may be named Associate Justice of the United States Supreme Court to succeed the late Edward Terry Sanford.

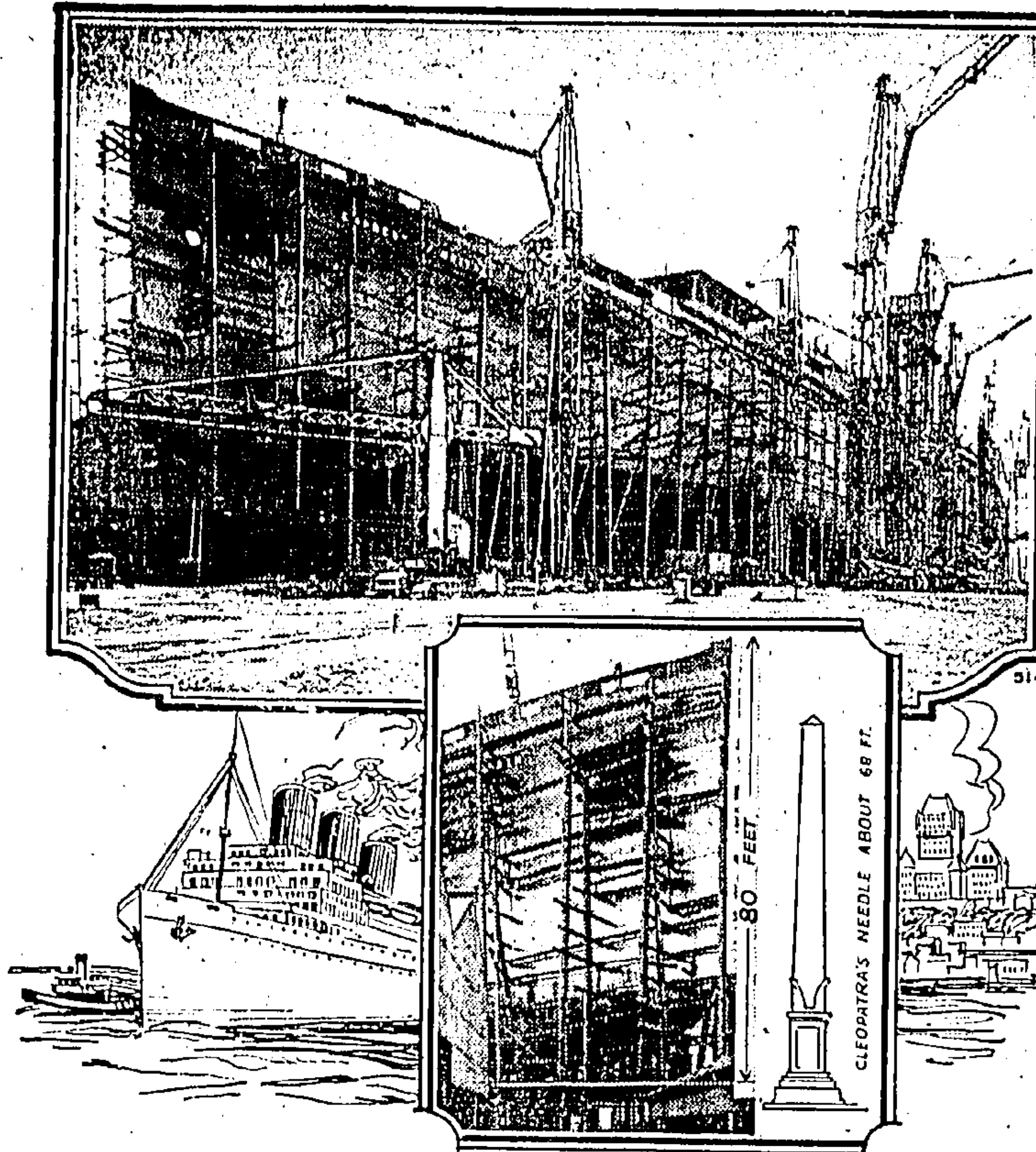
High-Class Poultry and Eggs.



Believe it or not this picture represents \$700 worth of high class poultry and henfruit. Not many of them, it's true but these hens are worth about \$50 apiece, while the three roosters retail at the market price of \$100 each. The shipment is part of a big order being filled by the Record of Production breeders in cooperation with the University of British Columbia for poultrymen in the Hawaiian Islands, China and Japan. Each hen in the shipment has a record of more than 200 eggs per year, while the roosters also have imposing records. The shipment left Vancouver recently aboard the Canadian Pacific liner Empress of Canada for Honolulu.

tion with the University of British Columbia for poultrymen in the Hawaiian Islands, China and Japan. Each hen in the shipment has a record of more than 200 eggs per year, while the roosters also have imposing records. The shipment left Vancouver recently aboard the Canadian Pacific liner Empress of Canada for Honolulu.

Canada's Trans-Atlantic Challenger



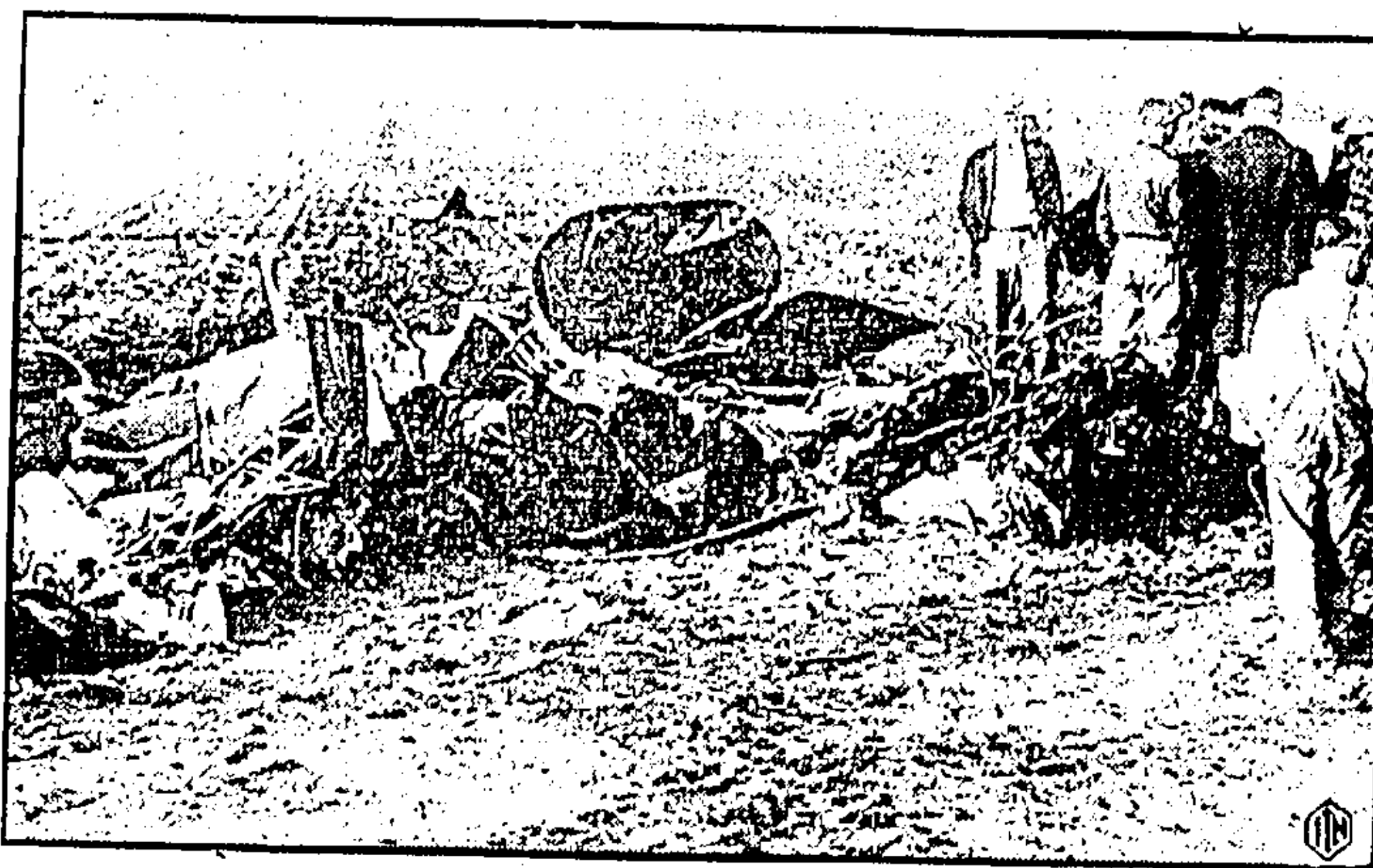
While her builders maintain secrecy as to her engines, the new Canadian Pacific liner "Empress of Britain" is hailed by newspapers in the Old Country as a challenger in the Atlantic ocean race. The London Daily Chronicle declares that "she will prove a formidable rival of the Bremen, and in any case will set up a new Atlantic speed record, for the journey from Southampton to Quebec will be made in five days or less."

So far the Canadian Pacific has made no claims for the new liner beyond the statement that she will bring Canada one and a half days nearer to England and will be the most luxurious liner on the seven seas. Every first class cabin is to be an outside room with natural light and air and the room without bath attached will be unusual. Other ways in which the \$15,000,000 new ship is costing will be spent includes two stages fully equipped for theatrical performances, Turkish baths, swimming pool, squash racket court (the first on an ocean liner), full size tennis court on sports deck, beauty parlours, violet ray installations and a series of public rooms designed and decorated by prominent members of the Royal Academy.

Now building in Scotland, the Empress of Britain will enter service early in 1931. The sixteenth vessel of a building programme totalling 215,000 tons launched in a three year period, the Empress of Britain is designed to accommodate 1,100 passengers in First, Tourist Third and Third classes. A comparison of her tonnage of 40,000 with the 20,000 of the "Duchess" class which accommodates 1,600 passengers, indicates the lengths to which the company has gone to make spaciousness an outstanding feature of the accommodation.

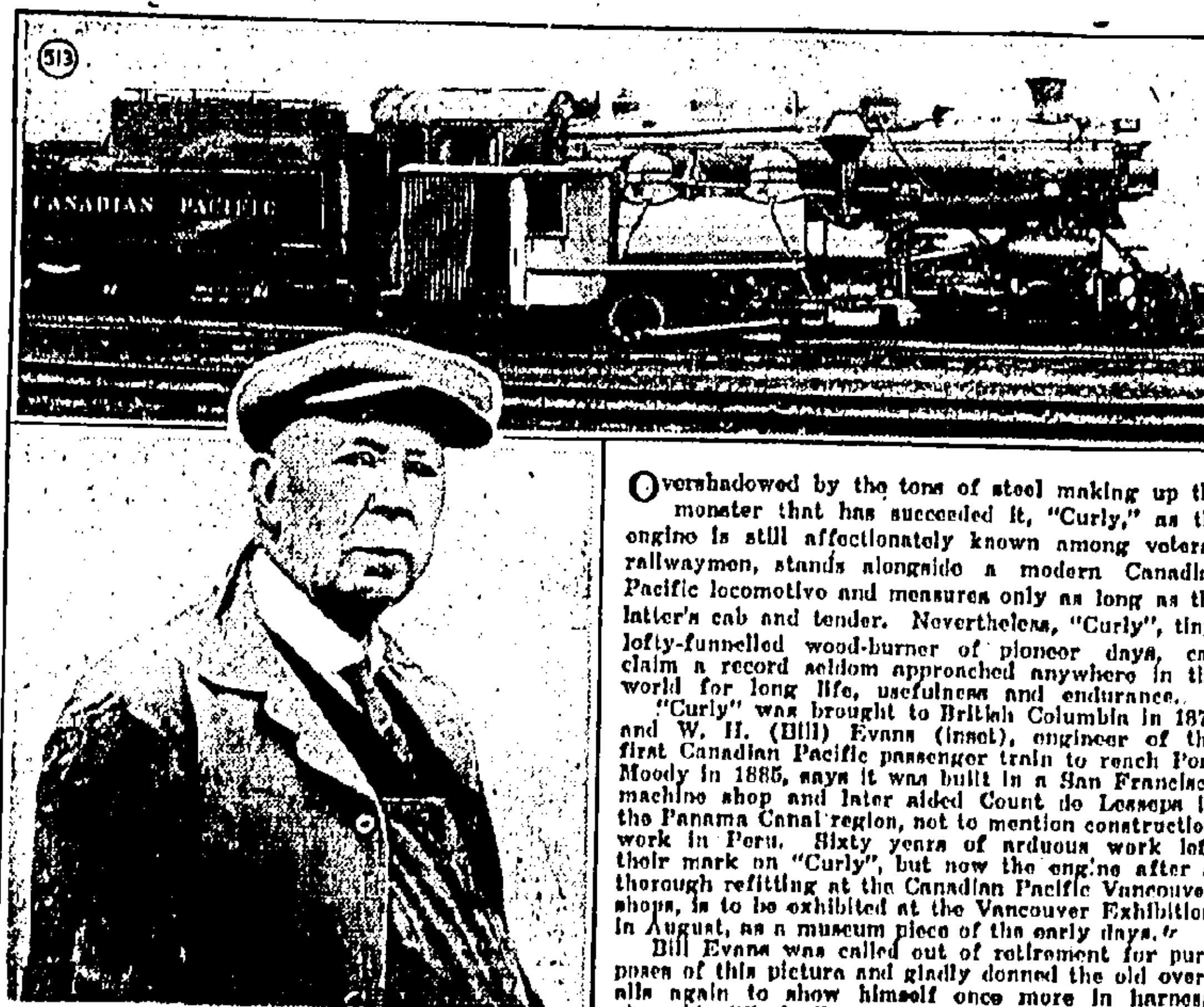
In addition to her position as Speed Queen of the St. Lawrence route to and from Europe, the Empress of Britain will have the distinction of being the largest liner making round the world cruises, achieving this by the comfortable margin of 8,000 tons.

Stunt Flying Cause Pilot's Death.



The ruins of the Mid-Wing monoplane flown by Charles "Red" Shannon, stunt aviator, following its crash at Wichita, Kan. Shannon was instantly killed. The engine of the plane was buried four feet in the ground. It was estimated that the wreckage fell at a rate of 1,000 feet a second during a power dive from an elevation of 5,000 feet.

The Giant and the Dwarf.



Overshadowed by the tons of steel making up the monster that has succeeded it, "Curly" as the engine is still affectionately known among veteran railwaymen, stands alongside a modern Canadian Pacific locomotive and measures only as long as the latter's cab and tender. Nevertheless, "Curly", tiny, lofty-funnelled wood-burner of pioneer days, can claim a record seldom approached anywhere in the world for long life, usefulness and endurance.

"Curly" was brought to British Columbia in 1871 and W. H. Evans (died), engineer of the first Canadian Pacific passenger train to reach Port Moody in 1885, says it was built in a San Francisco machine shop and later aided Count de Lesseps in the Panama Canal region, not to mention construction work in Peru. Sixty years of arduous work left their mark on "Curly", but now the engine after a thorough refitting at the Canadian Pacific Vancouver shop, is to be exhibited at the Vancouver Exhibition in August, as a museum piece of the early days.

Bill Evans was called out of retirement for purposes of this picture and gladly donned the old overalls again to show himself once more in harness alongside "Curly".

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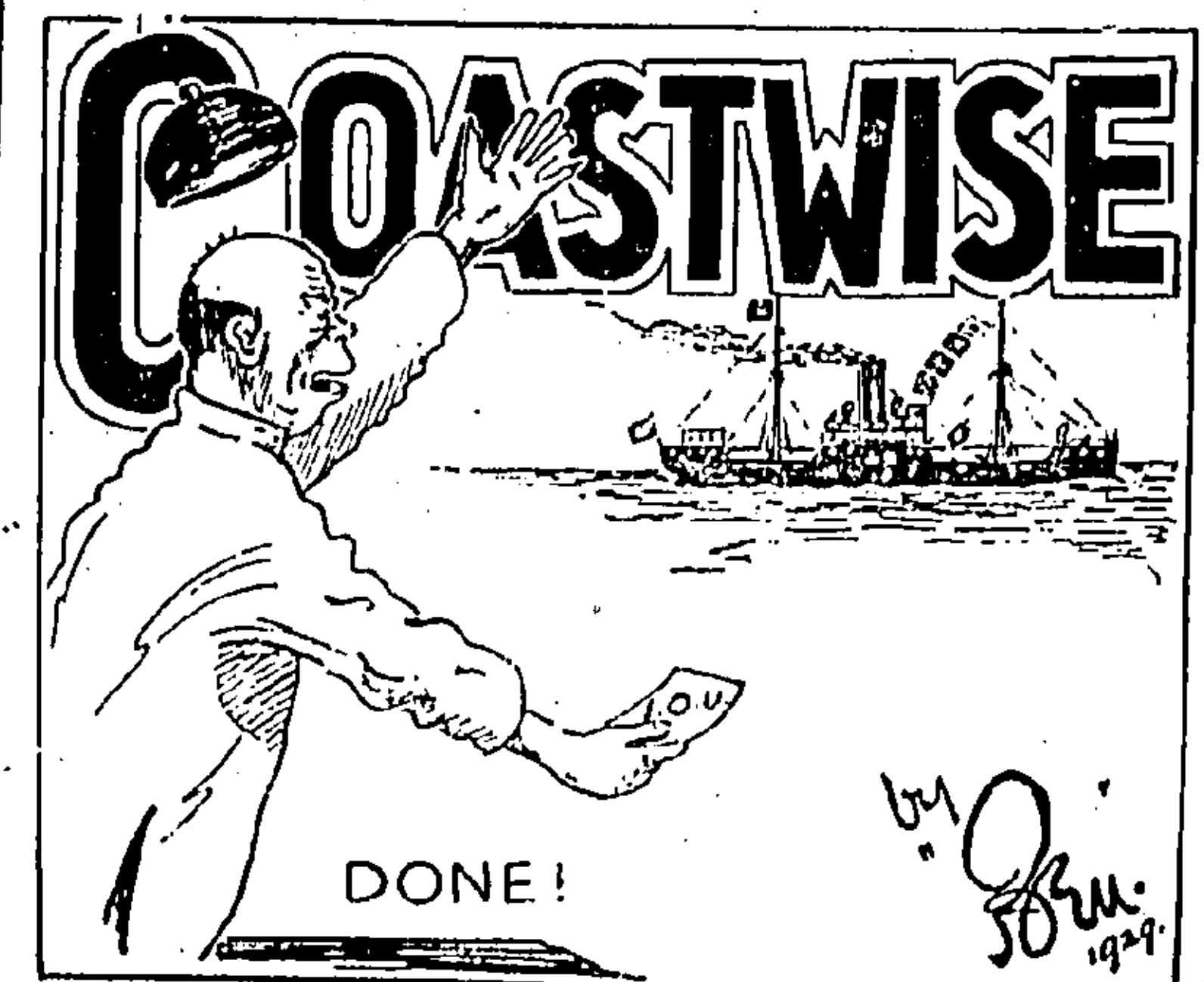
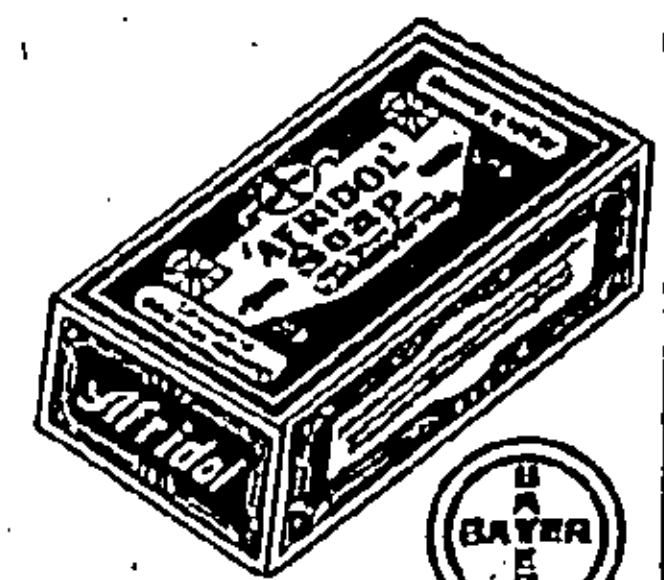
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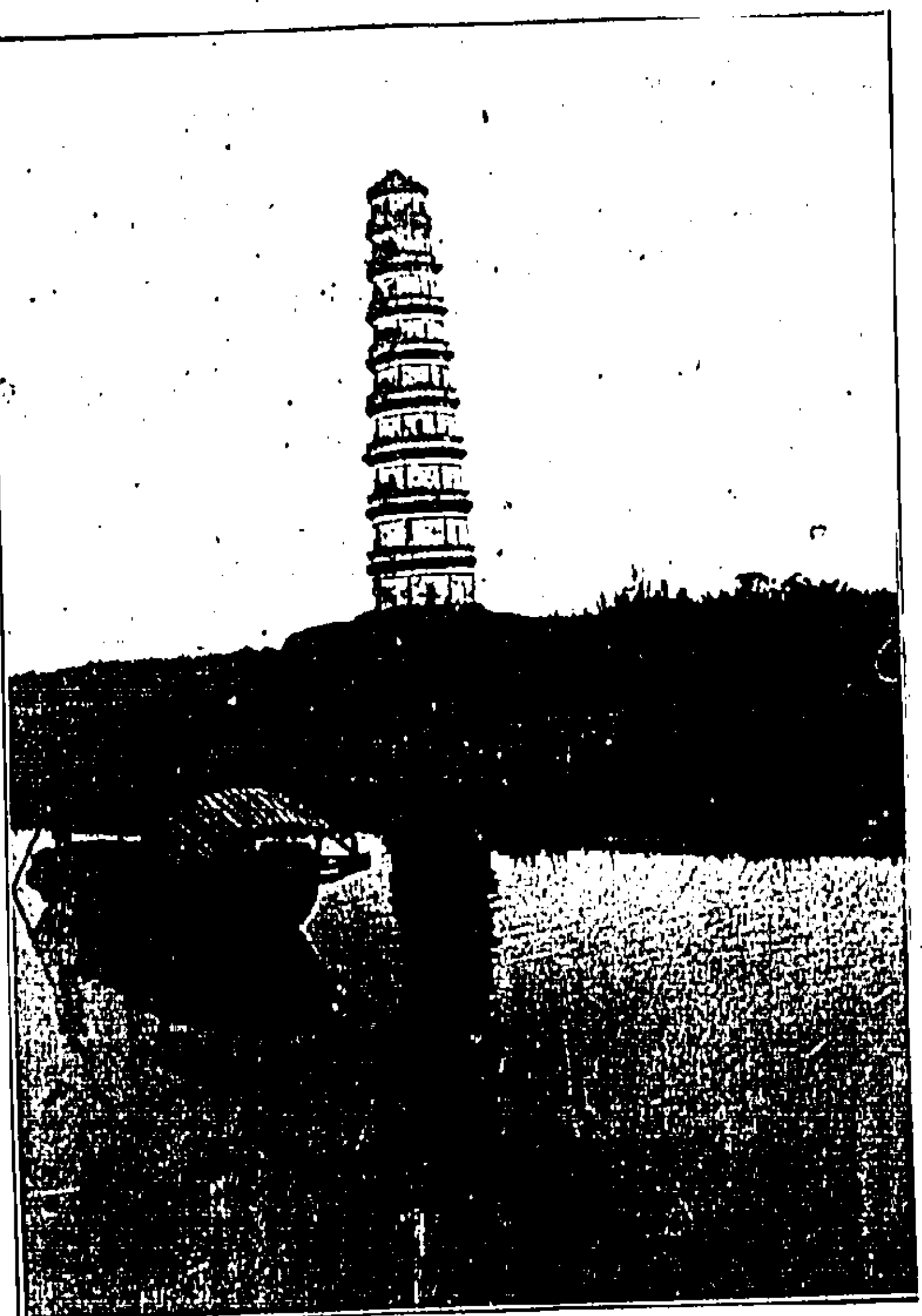
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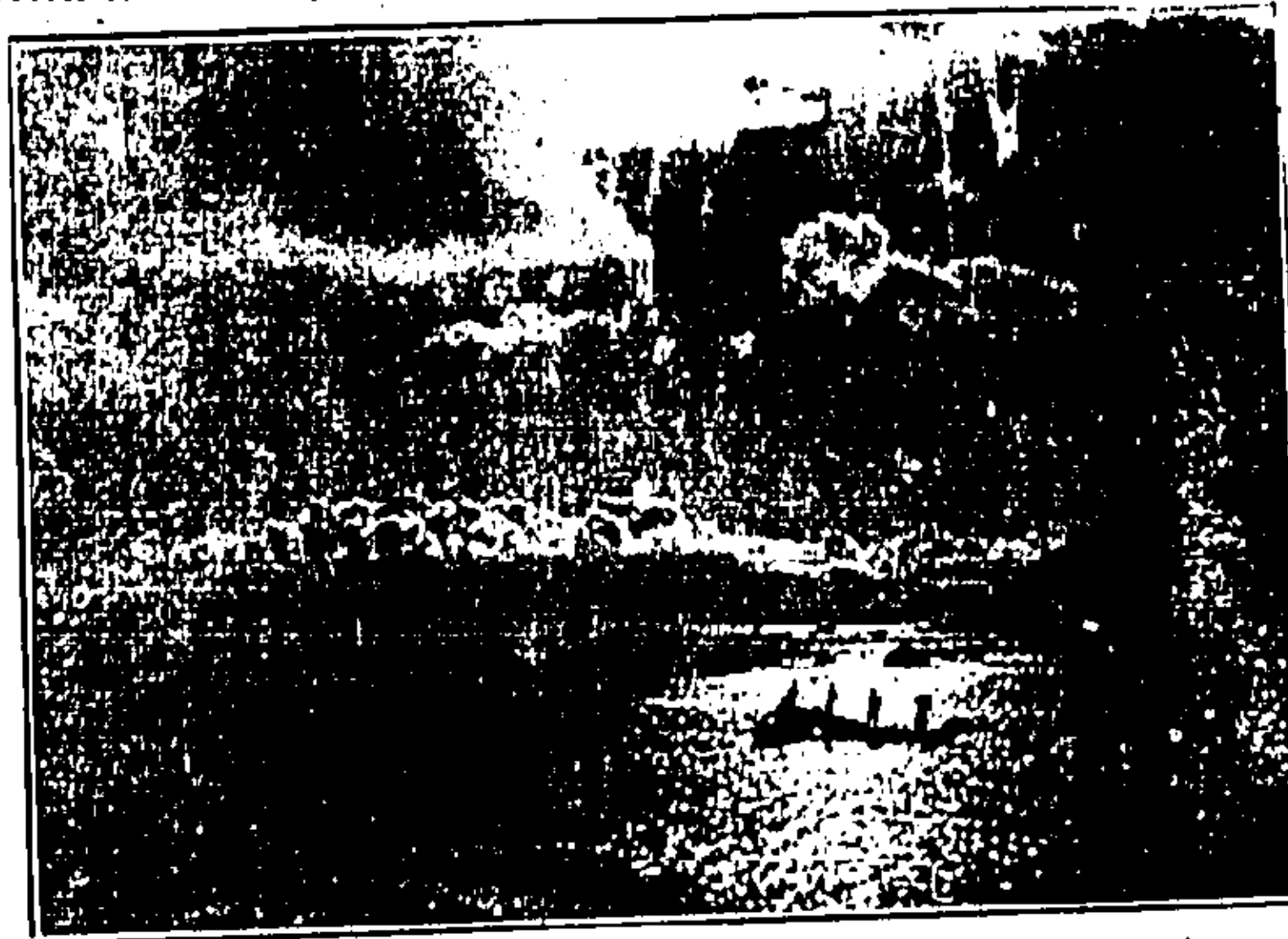
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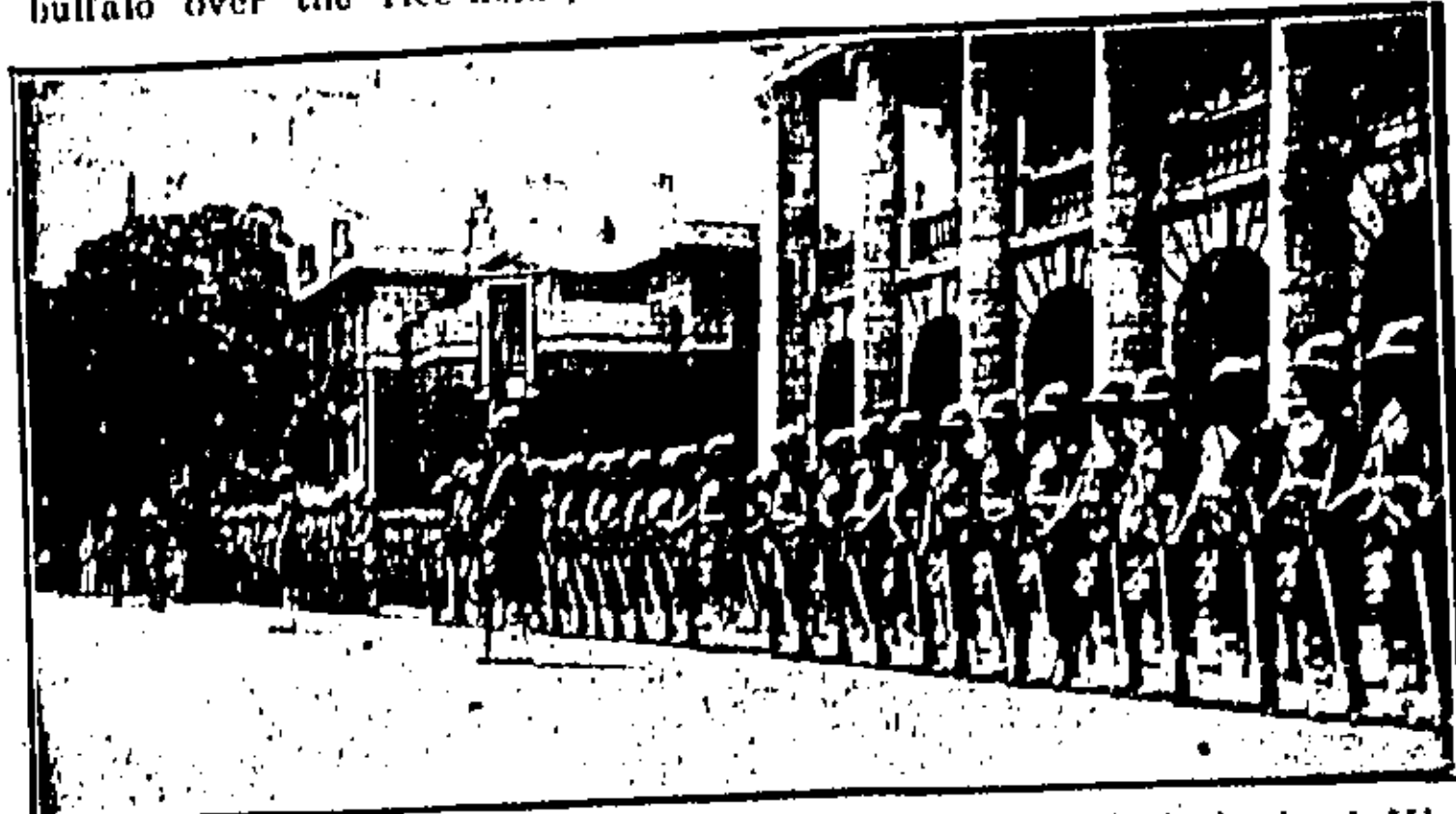
FINGER OF THE PAST.—Like a stone finger of the past, this quaint monument of an ancient regime, seems to rebuke the modern age of motor cars and buses. This is the only remaining pagoda in the New Territories and may be seen from Un Long.—(Lee Fong).



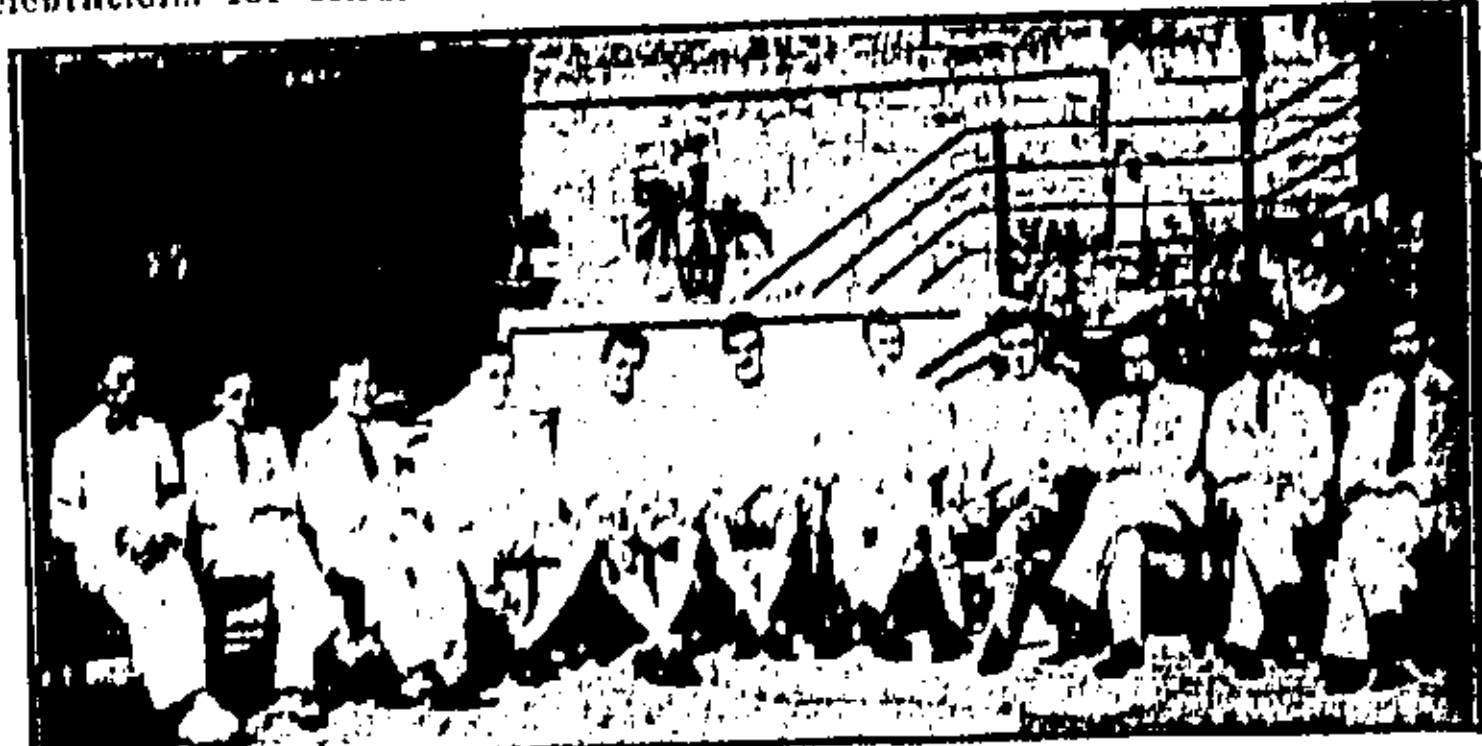
"MEN MUST WORK."—Fishermen letting out their nets as the sun sinks behind the hills and the clouds reflect the gathering gloom. A romantic scene taken from the coastline on the Mainland.—(Lee Fong).



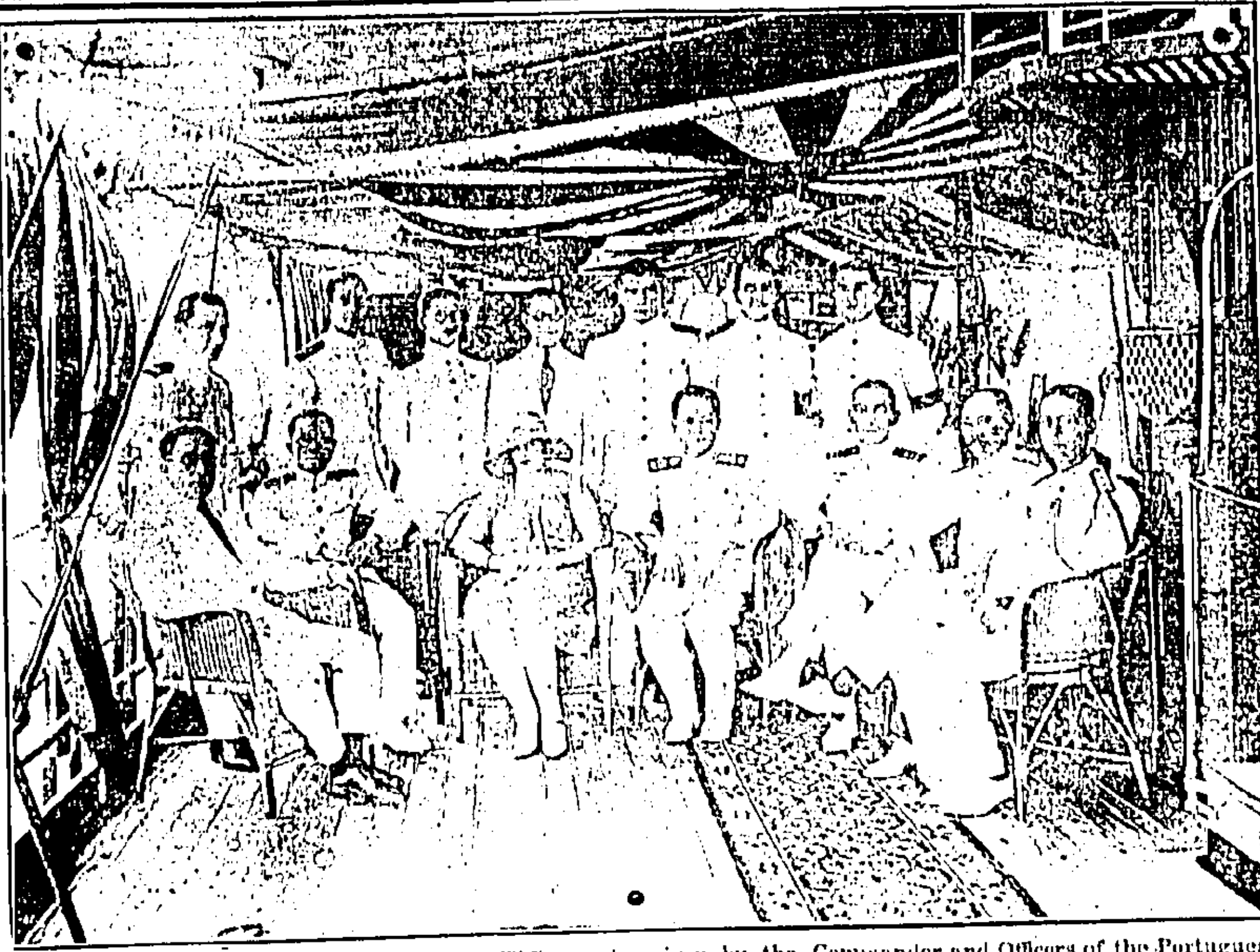
TOIL AND PEACE.—A Chinese peasant contentedly following his buffalo over the rice-fields, in the New Territories.—(Lee Fong).



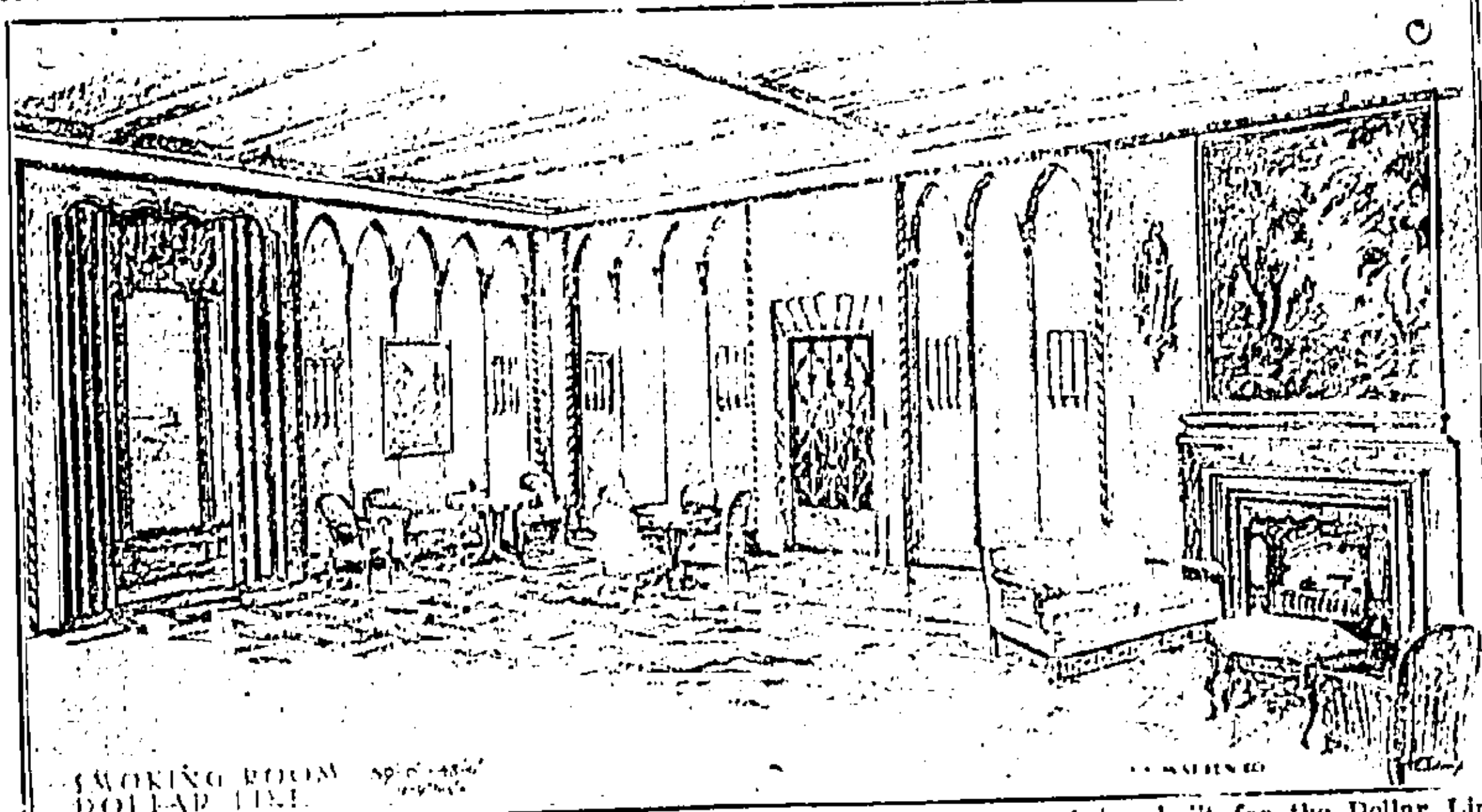
KING'S BIRTHDAY.—The 2nd Bn. the Argyll and Sutherland Highlanders, who formed an exceedingly smart Guard of Honour when they lined up in Chater Road on Tuesday in connection with the Birthday celebrations for H.M. the King.—(Welcome Studio).



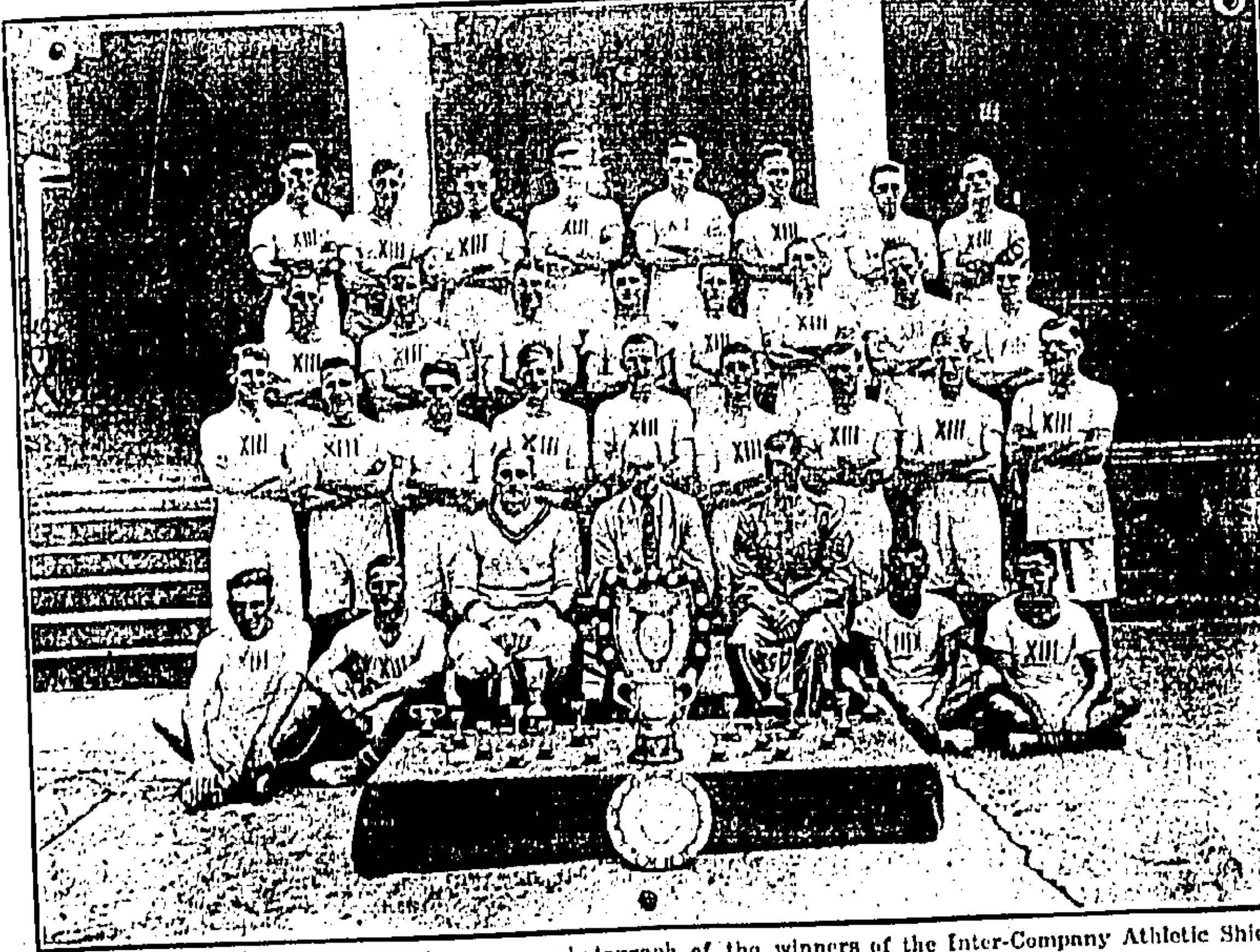
PUBLIC HEALTH.—A happy group photograph of the Officers and Staff of the Wanchai Sanitary Department—the "guardians" of public health.—(Welcome Studio).



PORTUGUESE GUNBOAT PATRIA.—Tiffin party given by the Commander and Officers of the Portuguese Gunboat Patria, when in Canton, to Admiral Chan Chuk and the Superior Chinese Naval Officers, on board, on May 21. (First row—sitting)—Left to right:—Comandante-General of Portugal; Commander Y. C. Fong; Mrs. Ferreira da Silva (Comandante's wife); Admiral Chan Chuk; Commander Correira—of the Patria; Captain W. K. Lee; and Lt. Commander S. K. Lee. (Second row—standing)—Left to right:—Sub-Lieutenant Naval Ensign; Lt. Commander S. K. Lee. (Third row—standing)—Left to right:—Sub-Lieutenant Santos Pereira; M. H. Gracinas, Chandler of the Patria; Lt. Commander Almeida Carvalho; Sub-Lieutenant Goncalves; Junior Sub-Lieutenant Carvalho; Lt. Commander Vieira.



DECORATIONS DE LUXE.—The new Dollar boats which are at present being built for the Dollar Line at Newport, Virginia, U.S.A., contain palatial and luxurious appointments. This picture of a section of the Smoking Room is a typical example of beauty and comfort.



AQUATIC SPORTS.—An interesting group photograph of the winners of the Inter-Company Athletic Shield and Aquatic Sports for 1929-30—the H.Q. Wing, 1st Bn. Somerset Light Infantry—with some of their handsome cups and trophies.—(K. Fujiyama).



H.K. FLYING CLUB.—The two Avro-Avian machines purchased by the Hong Kong Flying Club, being inspected by His Excellency the Governor, Sir William Peel, who launched the Club on its career at the Kai Tak flying base on May 31.—(K. Fujiyama).

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The Woman's Page



LEMON JUMBLES.

Put two ounces of butter into half a pound of flour, add half a pound of sugar and the finely grated rind of one lemon, beat an egg in a spoonful of water and a spoonful of lemon juice, and make a stiff paste of the dry ingredients, adding a little milk if necessary. Knead the paste and roll it out to a quarter of an inch thick; make the biscuits in the shape of a letter S, and bake them in a slow oven until they are golden brown.

Colourful Cotton.



In this sketch of printed cotton dresses, skirts have pleats and flares. Pockets and collars are in contrasting colours or bound with tiny piping.

EVENING SHOES.

Shoes for evening must always match the frock exactly, but when a chiffon frock has a touch of silver upon it silver shoes are worn.

ACTRESS'S DRESS.
Frocks of "Half-An-Hour."

In a clever performance at the Theatre-Royal, in Glasgow, on May 5, Miss Agnes Bartholomew showed a marked liking for the cape fashion.

In the first act of "Half-an-Hour" she was dressed entirely in silk green—coat, frock, hat, bag, and shoes all exactly the same shade. The frock was of georgette ornamented solely by tucks. Both sides had panels of large flat tucks, and two large tucks over the shoulders formed a cape effect, while from neck to belted waistline at the back ran a row of matching buttons. The cuffs again carried out the same effect, being two tucks falling well over the hand.

Her neat helmet hat was of felt the same shade, with a folded crown. The long slim coat with touches of gazelle skin, also affected the cape fashion.

Soft peach satin composed the gown worn by Miss Bartholomew in the third scene. It clung to her figure and swept to her ankles in soft flares. The neckline was embroidered with diamante, which was carried on round the V-shaped back. The frock was finished at the waistline by a soft bow of the material, the long ends of which almost touched the ground at the back. Her shoes again matched, and were of peach satin.

In the second and lighter play, Miss Bartholomew made a most adorable "Mademoiselle" in a frock of black and white.

Black marocain with an inset yoke of white crepe de chine and full sleeves ending in tight white elbow cuffs of the same material formed the foundation. Over this she wore a bolero of black, the three-quarter sleeves of which were cuffed with white. A black satin swathed turban with an enormous satin bow at the left side and white and black kid gloves completed the very charming ensemble.

The simplicity and severity of her black net evening frock in the next scene was relieved by an enormous bow of flame and black taffetas, the ends of which fell right to the ground. The bodice of the frock, which had a transparent yoke of tulle net, was also tucked.

EXOTIC STOCKINGS.

What Paris Is Wearing.

In the mid-season, when women have all the clothes they want, there are always new ideas to tempt them to spend the money they are supposed to be saving for "Next Season" (says a correspondent in an exchange).

A useful and very attractive dress is entirely hand-knitted in fine silk or Angora wool. The favourite design is slightly pouched at the waist, the skirt fitting around the hips and worked into a decided flare at the hem with a slight dip at the back. At the waist is a wide belt of softest leather in a strongly contrasting shade—black with cream or beige. These wide soft leather belts are much used, and the new knitted or crocheted caps or berets are always chosen for wear with knitted frocks.

Little Coats.

Then there are fascinating little coats for day or evening wear at home or at the theatre. Persian embroidery is almost perfect for such a coat, its rich colouring lending an exquisite air of luxury to the entire toilette.

Very rich pieces of furnishing brocade in heavy silks are likewise excellent for these coats. Women have actually taken to haunting the furniture shops and begging in the upholstery departments for short left-over pieces. These are, of course, most expensive sometimes, but so lovely in design, texture and colouring that they are worth the money. Lined with silk to tone, and trimmed with handsome silken and metal braid, they are suitable for any festive occasion.

While on the subject of little coats, have you seen the newest version of the evening coat? As you know, fish net is one of the latest materials for dance frocks. Now a big designer has hit on the happy notion of making cardigans of net in a much thicker and wider mesh for wear with them. In some cases the mesh is so large that it looks like plaid over the white arms and neck of the wearer.

Lame frocks and those of soft broche satin have longer coats, cut straight and tied tightly round the waist—the real natural waist—and I cannot help thinking that they look rather like pyjama coats!

And Evening Sleeves.

The coming of the deep transparent hem on a long frock has brought about the transparent yoke. The actual frock will be very décolleté, but a quite high yoke of the very finest net will give it a quaint air of charm and, in nine cases out of ten, there will be long, full sleeves cut in one with the yoke. The sleeves are always full and bell-shaped, gathered into wide jewelled bracelets at the wrists.

The very slim silhouette becomes even more striking when long sleeves are added to it, and the idea is certainly good for women whose arms are suffering from drastic "slimming" treatments, for, as I expect you have discovered, you cannot expect to "reduce" conveniently just where you want to be slender—you go thin altogether!

Black silk stockings are worn again. Filmy ones which are no more than shadows on the legs. They look exquisite beneath the lovely black silk net gowns with fine transparent hems, and with court shoes of dull black crepe de chine or satin, with diamond or ruby studded heels.

Some women like also to wear black silk stockings during the day, but although they certainly



The above creation carried out in georgette and sequins, shows the longer and fuller skirt and short hip basque.

FASHIONS.

To an extent which few people realise changing fashions are responsible for the prosperity or decline of industry. Old trades vanish or dwindle because there is a sudden change and no one wants the goods produced, while to supply a changed demand new trades arise, employ many men and make handsome profits.

Woodworkers are at present feeling the draught. Interior decorations are simple and austere, while furniture is of the plainest. The Victorians loved elaborate furniture and elaborate interior decorations, and the woodworking trade grew prosperous on a rising market. But the tide has turned.

One reason for the cotton trouble that the upstart artificial silk has cut the ground from under the cotton industry at the behest of a change in fashion.

From a wider industrial view—



Simplicity prevails as always, but there are many fashion details to delight the heart of the little miss, as shown above.

point, however, these changes are only of vital importance if industry as a whole is not ready to accept or has not foreseen the change and suited itself accordingly.

Clever, intelligent workers can without a great deal of trouble adapt themselves to producing new articles, and the speed and accuracy with which they do so, in relation to their industrial rivals, settles whether fashion changes which, on the face of it, can be disastrous, will really have ill effects or not.

look chic with perfectly made varnished leather shoes and black suits, I think one of the new prune or raisin shades would look smarter.

There are some exotic stockings for the ballroom and restaurant. Some are made of the finest mesh fish net, with a tiny sparkling diamond in every mesh on the front of the foot. Some have jewelled clocks in the sides, and others have anklet effects. Many of the very fine black ones are beautified by filmy lace patterns up the front, and others have flowers handpainted on them in washable paint. But I do not think any chic woman need suffer heart burnings over them, because they are for people who have more money than taste. You never see the well-dressed Parisienne wearing anything but the most perfect and plain stockings in one of the newest shades.

WOMEN'S SUFFRAGE.

What Has the Vote Done for Them?

In the course of an article by Ethel Maunin in the London Sunday Chronicle, arising from the unveiling of a memorial to Mrs. Pankhurst, the writer says:—

I cannot honestly feel that the possession of the vote has yet affected the lives of women.

I think that women ought to have the right to vote, because it is an insult to their intelligence for them to be deprived of that right. I think that they ought to have the right to sit in the House, because there are a few women, like Ellen Wilkinson and Susan Lawrence, who have a flair for politics, and whence genius for politics occurs it ought to have outlet—heaven knows, it doesn't occur often in either sex.

But I believe that women would have got the vote, and would have got into the suffragettes when my generation was still at school. The revolution in outlook and the professional emancipation of women brought about by the war, would have effected it.

I am not belittling Mrs. Pankhurst's courage or her intelligence; she was born, and fought, out of her due time. She did a good deal of tilting at windmills; she was impatient of evolution.

I respect her as an intellectualist. Intellectually she was right. As a matter of principle it was unjust that the women of the country should have no voice in its government. . . . but in actual practice what difference has it made to them now that they have? What has it contributed to either their individual happiness or their collective well-being? The factors which have made women's lives fuller and freer are not the result of their right to vote and to sit in Parliament.

The women of the older generation use their vote a little bashfully, as though the possession of it slightly embarrasses them with its

THAT LONG SKIRT.

No Trailing Frocks for Daytime.

Paris once more is agitated over that long skirt question. In certain of the British papers the Paris dressmakers have been blamed for trying to introduce long sweep-the-ground skirts for day-time wear. Paris is a little indignant at the accusation.

Only the other day (says a woman correspondent in Paris) I told you how here they blame the Americans, some of the British, and, in fact, anyone but themselves for freak fashions. "Fashion is what women makes it," said one dress designer to me when I last had occasion to talk with him on this subject. "Parisian women are too practical to wear very long gowns in the day-time, but there are American clients here who want them, and then British clients who follow the Americans—so what can one do?"

Time and Place.

At one of the Longchamps races at the beginning of the season, we certainly did see a number of very long frocks, but here, as well as at Ascot, one always wears frocks for the races which are quite different from frocks for other occasions. Take Ascot last year, for instance, when that great outcry against all the long frocks was started.

Patou, one of the leading designers, was horrified some time ago when he went to New York to see Americans wearing in the street trailing gowns they had bought from him. "Such bad taste," he exclaimed. "These gowns I created only for cocktail parties and formal functions, not for wear out of doors."

And here you have the whole root of the matter. There are women who will dress unsuitably for any occasion, and it is that type of woman who will wear a cocktail party rig-out at a garden party or some other Summer afternoon function. The woman with taste does not err in such matters.

Bolero Vogue.

You can all breathe again freely, for very long skirts for out of doors will certainly never come into fashion. All Paris says so. We are too practical these days to allow such an anomaly to exist. On the other hand, everyone is enthusiastic about the gracefulness of the long evening frocks in the modern ballroom where indeed long skirts seem much more appropriate than the above-the-knee fashion of yesterday.

Paris dressmakers just now are very busy making gowns for the London season, as well as for the Paris season. It is amazing how the little bolero has caught on. Many of the Court frocks being designed are made with tiny boleros, so are many of the evening frocks and bridal frocks.

For Summer Wear.



Smart cotton prints showing attractive styles—elbow sleeves or sleeveless. Dainty flower patterns being printed on light or dark grounds.

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HONG KONG AND NEW TERRITORIES.—No. 1.

Deep Water Bay.

Deep Water Bay has many attractions but although some are known, too well known maybe, perhaps others are unexplored. Let me enumerate a few: the golf course and bar are of course familiar but how many of us have explored the nullah which runs up the hill behind the 2nd green? Echo answers "very few." Then there is a magnificent nullah which is crossed by a bridge between the 3rd and 4th greens; this nullah is one of the best in the Colony for orchids and if you care to follow it to its source near the summit of Mount Violet your efforts will reward you with many interesting plants and possibly the odd snake or two. This nullah includes two precipices so you need to be prepared; but I am digressing. At the other side of the golf course is the sea. "Yes we all know that," the reader may say, but I wonder if he does know it. Most bathers at Deep Water Bay rarely swim out more than one or two hundred yards. I invite you to swim out a quarter of a mile and then look back at the club house and golf course and here again you won't regret your labours. If you feel energetic try swimming round to Repulse Bay; this will enable you to obtain a splendid and unique view of the surrounding hills from that rare altitude of a few inches above sea level. N.B. The current between the promontory and the island if it happens to be against you is a little disconcerting.

Strange Fishes.

There is, however, another attraction which you probably have not perceived. At the corner of the Bay is a little fleet of sampans. If you are a swimmer you may not regard a sampan fleet in the Bay as an attraction but if you are interested in living things whether animal

or human then you may think the fleet worth visiting. Having had our bath at the other side of the Bay, and having consumed a vast quantity of liquid refreshment, (tea), let us go and see whether we can derive pleasure or profit from a visit to the fishing boats. As we walk along the edge of the golf course we trample underfoot the blue grey aromatic shoots of a creeping vine, *Vitex trifolia*, which is now in flower: the pale blue flowers are clearly noticeable at close quarters. On our right, across the road, is a clump of *Pandanus odoratissimus*, the screw pine. The English name has been given because the ripe fruit, which is orange in colour, is similar to the fruit of a pineapple and because the stems have a habit of twisting to form open or close spirals. The plant is in no way related to the pineapple. The male inflorescence is very sweet smelling and when recently opened attracts flies, etc., by the score; there is a coral-red fungus which grows on the trunk of *Pandanus*, it is especially common on plants which have been injured by fire; but here we are at the fishing fleet. Apparently a regular habit has grown up of supplying visitors with fresh fish for here is an old lady with a small tub containing living fish, let us see what they are. "All are of one species called by the Chinese, Shek Pan, but the variability in colour of the species is well shown in this collection. Some are the characteristic cream colour with rows of yellow spots down the sides but others are darker and banded. This is an excellent table fish and one also of interest to the sea-angler as the Shek Pan can put up a jolly good fight if he feels so disposed. I summon my little store of Cantonese and call out to a sampan-man "Nei yau yui mal pei ngo mo?" A boy brings along a bucket containing several Shek Gau

Kung and one Shek Sung. The Shek Gau Kung is a red fish well armoured with many spines. Shek Sung is an evil looking fish ornamented with tassels and extraneous lobes on its body and fins. I don't want to buy fish to eat so whilst you wait on the shore I will go on board a sampan. In the fish locker is a variety of fish, many more Shek Gau Kung, — incidentally Shek means stone, — but there are other more interesting fish. These swimming about near the surface of the water in the locker are Gau Yui and belong to the mackerel family. This fish is also popular with the angler; if you have a motor boat or yacht try trolling for these off Lamma Island; if there are any fish about they will provide you with good sport. The only time I managed to hook one the fellow bit through the trace and had prefore to eat a metal spoon for supper! These in the fish locker are only small specimens; on the bench drying on the sun are thousands more of this and another species; it is a shame that these should be caught whereas if allowed to live they would grow in a year's time into such good food fish. The Chinese fisherman never thinks of the future and there are no laws to prevent him catching these young fish by the thousand and therefore he does so to the best of his ability. At the bottom of the locker are some brilliantly coloured fish; one in which deep green predominates, lit up by vermilion, purple and metallic blue in the region of the head and gills, is another friend of the angler. This fish is called Ho Yui. Another fish called Sam So Yui is characterised by possessing 2 barbels and 3 brown lines along each flank; the colour of the rest of the fish is difficult to determine owing to its iridescent appearance, now like burnished brass, now like polished silver with gleams of blue and green. In two fish of the same size, the one may have eyes twice the diameter of the other. The last fish I procure is a minute specimen about 2 inches long which is probably a young Tiger fish. This is another bottom fish, sluggish in habit, with highly protective colouration; this wee fellow was yellow with wavy bands of sepia along its back and sides. There are other fish in the locker but time does not permit of a description here and now.

NEW ADVERTISEMENTS.

G. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS
Of the Sale by Public Auction to be held on TUESDAY, the 10th day of June, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of the Lot.	Locality.	Boundary Measurements.	Cadastral Square Feet.	Annual Rental.	Upset Price.
1	Shamshui, near the Shamshui Ferry.	As per plan.	1,077	12/6	12/6

THE HONG KONG TELEPHONE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that at a MEETING of the DIRECTORS of Hong Kong Telephone Company, Limited held on the 17th day of February, 1930, a Call of \$2.50 per share was made upon all the members holding shares upon which only \$2.50 per share has been paid and that such call will be payable to the Bankers of the Company, The Hong Kong and Shanghai Banking Corporation at their head office, No. 1, Queen's Road Central, Victoria, Hong Kong, on the 30th day of June, 1930.

By Order of the Board,
W. L. MCKENZIE,
Secretary.

HONG KONG JOCKEY CLUB.

THE SIXTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, 7th June, and on MONDAY, 9th June, 1930, commencing at 2 p.m. The first bell will be rung at 1.30 p.m. on both days.

MEMBERS' ENCLOSURE
Members are notified that they and their ladies must wear their badges prominently displayed. No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5 per day for Gentlemen and \$2 per day for Ladies, are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all debts, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying. No on pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE
The price of admission to the Public Enclosure is \$1 per day for all persons including ladies, and is payable at the Gate. Soldiers and Sailors in uniform are admitted half price. Bookmakers, Tice men, &c. will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meetings.

By Order,
C. B. BROWN,
Secretary.
Hong Kong, 31st May, 1930.

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PURELY PIE-CRUST.

Pickings and Prunings of a Pressman.

A Sunday Herald reporter who recently, after a lapse of many days, urged himself into a barber shop, received a startling, if albeit not unpleasant shock. Having resigned himself to a wearisome half-hour in the tanned chair, with possibly a preliminary glimpse at the sacred literature thoughtlessly provided in such places, he was astonished to find three of the chairs occupied by members of the fair sex, with one or two others waiting for the breezy call of "Next Please."

Whilst he was looking round in some astonishment, and feeling extremely bashful about it all, two other ladies and their amahs entered. Being a polite fellow in his better moments, he at once offered his seat, and found accommodation on the hatstand, not wishing to leave so delightful a spectacle.

But here arises a very knotty point of etiquette. As a child that good old motto "Ladies first" was taught him at his mother's knee, and occasionally over it — whilst on the other hand his masculine training since he smoked his first stolen cigarette in the collar, (with disastrous results), had taught him rigidly to observe the rule of rotation when in places of this kind. What, then, was he to do, he wondered feverishly, as he made pretence of coming a six-months-old magazine? He could only preserve his politeness at the expense of his appearance, and his appearance at the expense of his politeness. In the end he muttered something feeble about "coming back again," and bolted out of the shop, to call in a barber when he got home. But he is still troubled over the problem, and would welcome solutions.

The rikisha puller is to be envied in these days of torrential rain. He carries a spare set of clothing with him as a rule, under the seat of his vehicle, so that when he has had a thorough ducking in the course of his duty, he is able to slip round to some convenient spot, and become dry and "comfy" almost immediately. How much more difficult the lot of the City man. It is decreed that he must appear in public clean, cool, and immaculate. This is rather difficult of achievement after he has been bailing through the rain for half an hour or more, by which time his hat is unusually running water, and his nether garments clinging round his ankles in an unpleasantly aqueous manner.

But is he able to carry spare parts with him? No, Sir! For one thing, he trundles no vehicle, neither can he tote a change of garb under his arm. And again, where are the attiring-rooms? A rikisha man can retire into the gloom of some archway, but what would happen were a Hong Kong taipan found changing his raiment in such an environment, one trembles to think. It is part of the penalty of prominence that he should stay wet!

Come to think of it, the rikisha man enjoys many blessings. The spectacle of one of these gay fellows seated by the roadside on the step of his chariot, regaling himself with succulent meats, is an everyday occurrence. But can the average resident here stop in the middle of Queen's Road to eat one or two bananas, or a slice or two of boloney? He cannot. It is Not Done!

Home was never like this. One of the sweetest sights one can recall is that of two young lovers, engrossed in each other, wandering down a country lane in the quiet evening, both eating jujubes from the same bag. Who cares? All the world loves a lover, and as for lovers, they never love anyone else. So everyone is satisfied.

Ah, for the halcyon days of Youth, when hearts and hands are warm, and digestions like unto the ostrich. Standing on the beach in Vancouver one day, an observant stranger actually witnessed the arrival of a party of Bright Young Things in a car. They were all in bathing suits, but before going in for a dip decided upon a few peanuts and popcorn. After a quarter of an hour's violent, and lustless exercise, they returned to the shore for lemonade and "weenies." (The weenie, may it be borne in mind, is a youthful beef sausage, served with a pickle).

A little more exercise, and they retired once more for ice-cream. This, with an occasional cigarette, and a few chocolates, rounded out the day till supper-time. They then voted unanimously for a spot of dancing, and no doubt went forth eventually and joltingly into the night for a joy-ride. Only Youth can do this, and remain alive. But what would Smith minor give for only one day in such a City of the Super-Tuckshop. The young, of course, are not afraid to die.

—W. A. B.

LETTERS & RADIO

Addresses Which Cannot Be Traced

POST OFFICE LIST

A General Post Office notification gives the following unclaimed correspondence, etc., waiting at the Post Office, and also unclaimed radio telegrams at the Radio Telegraph Office, Government Building:—

Poste Restante.
R. S. Antindale, B. M. Armstrong, J. C. Brighan, C. H. Bond, C. L. Powers, A. Beilin, H. L. Carnegie, J. Drewry, Miss Day, A. Evans, Golden Sea, J. S. Henderson, (Int. Export Co.), Q. O. Hoy, Mrs. E. Hansen, Leung Seng Hin & Co., D. J. Lopez, H. R. Meier, Miss A. MacDonald, F. M. Macanag, Mrs. R. G. P. Perry, H. L. P. Stubbs, G. Silvestri, Truck and Tractor Appliance Co. Ltd., J. R. Thompson, Miss V. M. Wilcox.

Unpaid Correspondence.
K. I. Seaborn.

Registered Articles.
M. Beraha, S. R. Bowlder, Gulam Mohayad Din, c/o Gulam Mustafa, Najput, Fee Sing Radio Co., R. Hostovsky, c/o H. K. Hotel, Abdullah Jan, Khair Mohamed Army Contractor, Antonio Timenez, Wang Ching Wui, Wong Tui King.
Radio Telegrams.
2622, from Timasta.
0002, 6663, 7703, 0063, 3166.
(Continued at foot of next column.)

CHURCHES

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING.

FIRST CHURCH OF CHRIST, SCIENTIST.

(Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.)
Macdonnell Road, below Bowen Road Tram Station.

Sunday Service, June 8, 1930, 11.15 a.m.

Subject:—"God the Only Cause and Creator."

The Sunday School is held on Sunday mornings at 10 o'clock.

Wednesday Evening Meeting at 5.30 o'clock.

Reading Room at above address, open:—

Tuesday and Friday 10 a.m. to 12 Noon.

Monday and Thursday 5.30 to 7 p.m.

The Public is cordially invited to attend the service and visit the Reading Room.

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MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

Daily at 2.30, 5.10, 7.15 & 9.20

Sunday and Monday:—"The Shannons of Broadway" an all-talking musical laugh hit. Featuring the Gleasons. Tuesday and Wednesday:—"Madge Bellamy and Louise Dresser in the song success "Mother Knows Best." Thursday to Saturday:—"Fannie Brice in United Artists' all-talking singing production "Be Yourself."

STAR THEATRE

Special Matinees on Saturday and Sunday at 2.30 p.m.

Daily at 5.30 and 9.20

To-day and To-morrow:—"The Shannons of Broadway" an all-talking musical laugh hit. Featuring the Gleasons. Tuesday and Wednesday:—"The 13th Juror" a thrilling melodrama that will hold you tense. Starring Anna Nilsson and Francis X. Bushman. Thursday to Saturday:—"The Wind," a powerful drama presenting Lillian Gish in a most unusual role. With Lars Hanson and Montague Love.

WORLD THEATRE

At 5.15 & 9.20 Orchestra
At 2.30 & 7.15 Interpreter

To-day and To-morrow:—"None But The Brave." A delightful comedy drama, with beautiful technicolour scenes. Starring Charles Morton, Sally Phipps and Farrell Macdonald. Tuesday and Wednesday:—"Beware of Married Men." Irene Rich in a sparkling comedy. Thursday to Saturday:—"The Jazz Singer," a powerful drama presenting Al Jolson in "The Jazz Singer."

"THE SHANNONS OF BROADWAY."

An All-Talking and Music Picture.

"The Shannons of Broadway," James Gleason's rollicking, record-breaking, with new features that make it bigger and better than the stage production, opens at the Queen's Theatre as a Universal all-talking and music picture.

Gleason and Lucile Webster Gleason, rated as one of the greatest comedy teams in history, themselves have the title roles in the picture with a supporting cast that is one of the strongest ever assembled for a picture of this type at Universal. The cast includes Mary Philbin, a film star of the first rank, Harry Tyler, Gladys Crollins, and Helen Mehrmann, of the original "Shannons" stage cast, Robert T. Haines, featured film players: Tom Santschi, Charles Grapewin, John Breiden, Slim Summerville, Tom Kennedy and Walter Brennan.

From Popular Play. "The Shannons of Broadway" smashed all records at the Martin Beck Theatre New York, when it ran for 39 consecutive weeks, and has been on the road and in stock for more than two years. In making it into an all-talking Universal special production Emmett Flynn, the director, and Gleason, author and star, held to the stage story but added features that distinguish it from the straight stage play.

Three snappy song hits, "Get Happy," "Someone To Love Me" and "Living the Life of Riley" were written especially for the picture by Klages and Green and one of them is sung by Gleason himself, the first time he has ever done a singing number in public.

All the rich Gleason comedy, made famous by his various stage hits, has been incorporated in the picture. The Gleasons are just as funny on the screen as they are on the stage. The presence of several members of the original stage cast of "The Shannons of Broadway" in the same roles in the picture cast, adds greatly to the production.

Do you know that—

Karl Danz was one of the world's first army flyers, having been a commissioned pilot in Denmark long before the World War?

FANNIE BRICE SINGS, DANCES AND CUTS UP IN NEWEST VEHICLE "BE YOURSELF."

Fannie Brice, the former David Belasco star and-Ziegfeld follies headliner, is a butterfly, a "box-fighter," a tight trainer and a heroine in her first all-talking and singing picture for United Artists "Be Yourself" which is to be shown at the Queen's Theatre on Thursday. Played by an all-star cast including Robert Armstrong, known for his Broadway ring battles in "Is Zat So?" and Harry Green, the comic star of "Close Harmony" and "The Kibitzer," the film tells the story of a rib-tickling night club entertainer who lost her heart to a prize-fighter and sang him ballads till an inter-upter tried to blight their love.

Joseph Jackson, screen story writer, framed his tale of flying fists, night clubs and heart-throbs, especially with Fannie Brice in mind. The scenario has Miss Brice singing four songs written by her husband, Billy Rose, the noted song writer, and doing eccentric dances on the plan of those which made her a headliner in the Follies. Thornton Freeland, director of "Three Live Ghosts" handled the megaphone for this picture and according to advance reports has turned out an excellent piece of work. Freeland assisted Roland West in directing "Alibi," rated by the leading critics as one of the ten best pictures of the year. His work on this production led to his elevation to a full directorship. This thirty year old film pilot has been making films for the last thirteen years.

Filmed in the elaborate settings designed by William Cameron Menzies, art director for "Bulldog Drummond" and "Puttin' on the Ritz," "Be Yourself" opens in the modernistic interior of a New York night club. Fannie, the star entertainer, is seated with a down-and-out white hope, Jerry Moore, she has betried. They are discussing his plans for a comeback, when McCloskey, the heavyweight champion also present, asks Fannie to come to his table. A misunderstanding leads to a quarrel and Jerry is taken out unconscious. Fannie gets an idea. She tells Jerry she'll help him train to make a bid for the championship. In his test fights Jerry is on the verge of laying down as is his custom when the struggle becomes too hot. Only Fannie's deriding remarks spur him on. Through a lucky punch he becomes champion.

When he forgets Fannie for the ex-champion's sweetheart, the night club queen takes drastic steps to bring him to his senses. How she turns the tables on him and makes him realize his mistake brings the picture to a whirlwind finish judging from the surprise and thrills to be found in the script. "Be Yourself" promises to be one of the most entertaining features on the programme of forthcoming attractions at the Queen's Theatre.

WORLD

SEE
AL
JOLSON

"The JAZZ SINGER"

In which AL JOLSON
Re-lives his Own Life

THURSDAY TO SATURDAY

"LIVING SHAWL" NEW FILM
IDEA.

A Spanish shawl that comes to life will be the excuse and reason for the participation in Metro-Goldwyn-Mayer's "The March of Time" of that company's premier Latin beauty, Raquel Torres.

Director Chuck Reisner is now preparing to stage an elaborate sound and sight number based on this idea. Sammy Lee dancers will also be used.

QUEEN'S THEATRE

TO-DAY AND TO-MORROW
"The SHANNONS OF BROADWAY"



Starring
THE GLEASONS JAMES AND LUCILLE

What A Picture!

YEA, BO! Here they are— with all the wise cracks and humorous situations that kept them on Broadway for thirty-nine week! Who? Why, Jimmie and Lucille Gleason.

TUESDAY & WEDNESDAY

LOUISE DRESSER MADGE BELLAMY

"MOTHER KNOWS BEST"

DON'T FAIL TO HEAR THE THEME SONG
"SALLY OF MY HEART."

THURSDAY TO SATURDAY



AMERICAN GIRLS GLORIFIED IN TECHNICOLOR SEQUENCES BY FOX IN "NONE BUT THE BRAVE."

With all attempts to glorify the American girls on the screen having proved to be futile in the past, Fox Films has stepped out without any blare of trumpets and is said to have done that very thing as one of the many high lights in the production, "None But The Brave," directed by Albert Ray which is coming to the World Theatre to-day. One important sequence of the production called for a bathing beauty parade. Forty-eight real bathing beauties were needed and from a field of thousands of the leading beauties of Hollywood the forty-eight were selected after arduous eliminations and then the sifting process came whereby an even dozen, who rightly could be called the most nearly perfect specimens of feminine purititude, were selected to act as entries in the international pageant, done, by the way, in Technicolor.

The twelve selected from several thousand were Sally Phipps, Eleanor Black, Jacqueline Wells, Edna Sumida, Leatta Winters, Ada Williams, Lola Salvi, Irene Murray, Virginia Parent, Diana Dyer, Marguerite Angers and Betty Lorraine.

In the pageant each girl represents a certain country and the bathing costumes were exclusive creations designed and executed by Harry Coplin, famous creator of art in dress and currently designing clothes and costumes for Fox Film stars and featured players. In the aggregate the dozen girls who appear in the pageant have won more than 100 beauty contests with Adli Williams having to her credit the greatest number, an even dozen, including the winning of the titles "Miss United States," "Miss Kentucky," "Miss Coral Gables" and "All State Beauty Queen." Also during the production of the picture Miss Williams was the selection of 400 newspapermen as the most beautiful girl in southern California. This award made her the Queen of the Orange Festival, an annual event on the coast.

SPECTACULAR FILM.

Stars Al Jolson as "The Jazz Singer."

When "The Jazz Singer," which Warner Bros. will present at the World Theatre next Thursday with Al Jolson in the principal role, was being filmed, certain of the spectacular features included a picture of both the interior and exterior of the Winter Garden, where Mr. Jolson had achieved his great successes in musical comedy. It became necessary to obtain cordons of police to keep the great crowds in order that had assembled.

At another time when Orchard Street, located in the very heart of the New York Ghetto, was being photographed, the director of "The Jazz Singer" Alan Grosland, with the camera men, was concealed within a canvas-topped truck. Holes were cut in the sides and the end of the canvas through which the scenes in this famous locality were photographed. If the people who surged in solid masses had known they were being snatched a riot would have been the result.

A period of four months was required for the actual making of "The Jazz Singer." May McAvoy, dainty and winsome star of the screen, was the unanimous choice for the part of Mary Dale, the tiny toe-dancer in the play, whose love and devotion were instrumental in helping Jack Robin, the jazz singer, to achieve his success and bring happiness to both of them.

Warner Oland is cast as Canter Rabinowitz; Eugene Bessore is the mother, and Bobby Gordon, who has been seen in pictures as the imitable Penrod, plays the part of the boy singer who ran away from home to do the thing he knew he could do best.

HOLLYWOOD REPORTER.

Geo. K. Arthur is back in town and Postmaster O'Brien is putting in a new stock of one-cent stamps.

Ye Ed took out accident insurance a week ago Tuesday and not a cursed thing has happened.

Miss G. Garbo was bit by a monkey on Monday afternoon.

Benjamin Rubin is back to work at the M-G-M plant.

Chas. Chaplin had a birthday last Wednesday and made a nice talk on propriety.

"7TH HEAVEN."

Outstanding Picture for Star.

"7th Heaven," which will be shown at the Star Theatre to-day and to-morrow is one of the greatest pictures ever produced. If a picture can be perfect then this picture is. Story, photography, direction and acting have rarely found such wonderful blending in one film. This story of the little street waif, Diane, and the Paris street cleaner, Chico, with their friends, the cab driver, the "rat," the street washer and the priest, is a thing that will stick in the memory after many other pictures will be forgotten. Janet Gaynor, and Charles Farrell play their roles with fine sincerity. What actress now playing could so win the hearts of an audience as does the wistful little Janet Gaynor, with her smile bravely struggling through her tears, her frail body bowing beneath the whip of her asinine maddened sister, or at last working and waiting for that "very remarkable fellow," her Chico? Great as is the interpretation of the role of Diane by Miss Gaynor, it is equalled by that of Charles Farrell in the part of "Chico," he of the valiant heart, and the gay laugh, who dared to make a contract with God to win a heaven on earth for himself and his beloved. "7th Heaven," is based on the brilliant stage success of Austin Strong, and it is one of those pictures like "Ben-Hur" which everyone simply must see.

"THE WIND."

An Epic Story of the West.

LILLIAN GISH.

Lillian Gish has, perhaps, the most powerful role of her career in "The Wind," which will be screened at the Star Theatre from Thursday to Saturday.

It is a story laid in huge vistas with the gigantic forces of nature driving a woman almost mad. It is a role in which, almost crushed under the weight of hardship and the incessant roar of the wind, she is called upon to sacrifice the only remaining thing she holds dear in life. Then, just as the wild beast protects its young, she is transformed into a veritable tigress, in one of the most remarkable dramatic climaxes the screen has ever seen.

It is probably the greatest achievement in characterization in her history. The story is Frances Marion's adaptation of Dorothy Scarborough's sensational novel of the southwest "wind country." Miss Gish plays a delicately nurtured Southern girl suddenly thrust into the windstorms, the rigours, the hardships and the elemental passions of the pioneer life.

Lars Hanson, famous Swedish actor, gives a splendid performance in the principal male role, as a primitive cowboy who loves the delicately nurtured girl and saves her at last from a grave situation. Montague Love, Dorothy Cummings, Edward Earle, William Orland, Carmencita Johnson and others appear to splendid advantage directed by Victor Seastrom.

MAN'S CUPIDITY & WOMAN'S CLEVERNESS THEME OF NEW COMEDY.

"Beware of Married Men," a Warner Bros. comedy, starring Irene Rich, comes to the World Theatre on Tuesday for a two day run. This scintillating modern screen story was adapted by E. T. Lowe from an amusing original by Franz Jacques. Archie L. Mayo directed.

Irene Rich has one of the best roles of her career, in Myra Martin, secretary to a divorce lawyer. Myra's serenity is disturbed by the interest showed in Helene, her younger sister, by one Sheldon, a married rounder, whose wife comes to Myra's employer to get a divorce.

Seeing the state of affairs, Myra disguises as a gray-haired "social worker" and invades the Sheldon home, barely escaping detection by the irate wife. Sheldon has foligned a heart attack to delude Myra and she has attacked to nurse him back to health, when his attentions become annoying. The younger sister now elopes with her lover, and finding that her former follower is annoying Myra, tries in turn to pay her back for her kindness. This manifold complication Mr. Mayo has worked out with hilarious subtlety.

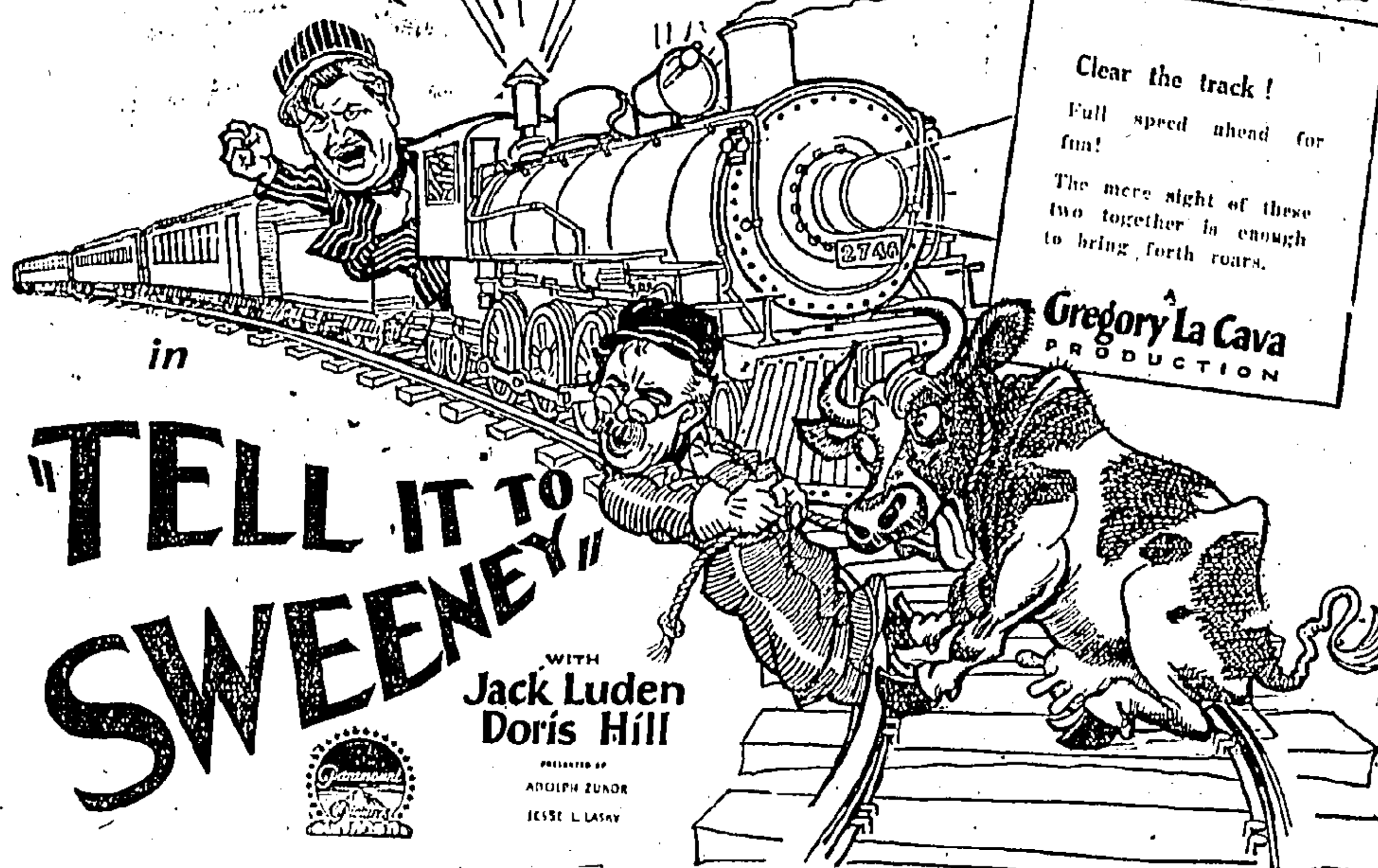
COMING!



COMING!



TO-DAY TO TUESDAY Daily at 2.30, 5.30, 7.20 & 9.20 P.M.
CHESTER CONKLIN GEORGE BANCROFT



WEDNESDAY & THURSDAY

"GOOD TIME CHARLEY"

WITH

HELENE COSTELLO CLYDE COOK**MONTAGUE LOVE JULIANNE JOHNSTON.**

Haunting heart story of an actor — his dancing daughter —
his enemy — his pal — and a world of other folks!

Thrilling! Tender! Hilarious!**DORIS HILL.****Lead in "Tell It to Sweeney."**

Doris Hill, Paramount's "little girl with the big brown eyes" has a leading role in "Tell It to Sweeney," which will be at the Majestic Theatre from today to Tuesday, the first Chester Conklin and George Bancroft starring production.

Miss Hill is given her biggest opportunity in this new comedy production, although she has won considerable praise through her previous screen efforts. She was leading woman with Sydney Chaplin in "The Better 'Ole," and then was given a part in Wallace Beery's "Casey at the Bat," followed by a role in "Rough House Rosie." Clara Bow's latest Paramount picture.

Doris Hill is one girl who didn't try to get into the movies. She was virtually dragged before the cameras.

After she had completed her schooling at St. Mary's Academy and Fairfax High School, Los Angeles, she turned to the stage and was given a week's engagement at the Metropolitan Theatre, in a dancing act. Warner's casting director, attending the performance, saw her and duly noted her beauty and personality. Then came screen tests, and Miss Hill was made a leading woman for Syd Chaplin in "The Better 'Ole."

Then Paramount made her a com-

SCREEN COMIC.

George Cooper, noted screen comic who has an important part in First National's "Pals First," found his career directed for him at an early age by "Only a Shop Girl."

It happened back in Newark, N.J., when George was only eight. Charles Blaney, melodrama impresario, heard him sing, liked the voice of the little boy soprano, and engaged him for the cast of his current production, "Only a Shop Girl."

And for five years little Georgie raised his high soprano with the Shop girl show. Then he became a baritone, and it was all off.

TRAMP WEARS HABERDASHERY

The most unconventional tramp has been found. He is Lloyd Hughes.

If it were known to others of his ilk that Lloyd Hughes was wearing twenty dollar shoes and five dollar socks while impersonating a "Weary Willie" Lloyd would be excommunicated, disbarred or disqualified, or whatever the tramps do to throw out a member.

The tramping is done in "Pals First," Edwin Carewe's new First National picture. Dolores del Rio plays opposite Lloyd.

tract player and a part in Wallace Beery's recent "Casey at the Bat" was given her, which further aided in developing her talents. After this, she played the role of Clara Bow's chum in "Rough House Rosie." She has been loaned by Paramount to several of the independent companies at various times.

FILM FACTS.**"Tell It to Sweeney."**

Chester Conklin, for years a featured comedian, whose most recent successes have been in "Behind the Front," "Social Celebrity," "We're in the Navy Now," "McFadden's Flats" and with Gilda Gray in "Cabaret," is given his first big opportunity in "Tell It to Sweeney." For the first time, he is really starred, or co-starred with another actor of no mean ability and reputation.

George Bancroft is his new team-mate. Bancroft set the world talking through his characterizations in "The Pony Express," "The Rough Riders," "Old Ironsides," and more recently "Underworld."

Featured Players.

Jack Luden, who plays the youthful heir to the Sweeney millions, is a graduate of the Paramount Picture School. During the past several months, he has come into prominence through his fine work in several smaller characterizations and in a series called "Bill Grimmi's Progress" in which he played the title role. So great has been Luden's appeal, that Paramount is to star him in another series of Western pictures. He is a handsome lad and shows great promise.

And Doris Hill! She's a real find! Doris was Sydney Chaplin's leading woman in "The Better 'Ole," and prior to that appeared with George O'Hara in "Is That Nice?" and "Timid Terror." With Wallace Beery in "Casey at the Bat," Miss Hill made many friends among movie fans, and her most recent role was as Clara Bow's chum in "Rough House Rosie."

Director.

The script for "Tell It to Sweeney" was turned over to Gregory La Cava because Gregory La Cava knows how to direct a comedy. He knows how to put his people through the paces and get the utmost results from the available footage. La Cava directed most of Richard Dix' successes, and everyone knows what box-office attractions they are, and everyone knows how Dix pictures got over with the audiences.

Authors.

Followers of previous Paramount comedies are acquainted with the names of Percy Heath, Monte Brice and Kerry Clarke. It is sufficient to say that they know comedy; they know the requirements in getting fun out of otherwise serious situations.

Type of Story.

It's a comedy with an entirely different twist—combining the thrills of railroading with the antics of a pair of nonsensical engineers, one a veteran of the old school and his forty-year-old locomotive, and the other a modern, blustering engineer of an up-to-date iron horse.

GEORGE BANCROFT.**Achieves Stardom Through Hard Work.**

George Bancroft achieved stardom because he doesn't know how to loaf on the job.

Bancroft, formerly of the stage, vaudeville and musical comedy, is a comparatively new face in the motion picture world. He was given a contract with Paramount because he worked and wasn't able to sit around doing nothing.

When Bancroft was given his first screen role in "The Pony Express," he stuck to the scene of action every moment. Even though director James Cruze would tell him that he wasn't needed for hours at a time, he would remain right on the job, watching for his cue to enter.

That's been his attitude on every production—"The Rough Riders," "Old Ironsides," all of them. He would stand by like a watchdog awaiting his time to face the camera. Bancroft says that nervousness and a desire to study the emotions of others is responsible, but directors who have supervised his work lay it up with a star, he takes life easy. He must always be on the go.

As a result of that bulldog tenacity, so far as his work was concerned, Paramount gave him his greatest chance, a role in "Underworld," following it up with a contract co-starring him with Chester Conklin in "Tell It to Sweeney," which will be on the screen from today to Tuesday at the Majestic Theatre, Kowloon, and today a starring contract in his own dramatic picture.

WARNER OLAND.

Warner Oland, featured in "Good Time Charley," the Warner Bros. production coming to the Majestic Theatre on Wednesday and Thursday, was born in Sweden. He went to America at an early age and was educated in Boston. He began his stage career with Viola Allen, later appearing with Southern and Marlowe. His screen career has included success as scenario writer, producer and actor. Warner Oland's literary triumphs have included translations of the plays of Strindberg. He is an indefatigable worker for many and widely diverse interests. He was featured by Warner Bros. in "What Happened to Father" and in "Old San Francisco" and "The Jazz Singer" in which his portrayal of the Jewish Cantor is one of the finest of the generation.

HELENE COSTELLO.

Helene Costello, featured in "Good Time Charley," to be screened at the Majestic Theatre on Wednesday and Thursday, was born in New York City. She was educated in a convent at Ladycliffe-on-the-Hudson, and at home. Beginning her stage experience as a dancer with George White's "Scandals," she toured the country and then accepted the contract for pictures offered her by

BABIES.**Exert Influence in Screenland.**

Edwin Carewe, First National director, was completing "Pals First" the other day when two women, each with a baby in her arms, walked on to the set. With the camera still grinding, Carewe caught one glimpse of the babies and flew off the set.

One of the women was the former Mary Akin, now Mrs. Edwin Carewe, and the mother of Sally Ann Carewe.

The other woman was Mrs. Wallace Fox, wife of Carewe's assistant.

It took the entire cast several minutes and quite a little arguing to get the two daddies back to business.

Lloyd Hughes and Dolores del Rio play the leading roles in the Carewe picture—when Sally Ann Carewe is absent. "Pals First" has already been released and is booked at the Majestic Theatre for Friday and Thursday.

Maurice Costello, one of the first motion picture stars, Miss Costello is considered among the most promising young ladies on the screen to-day. Included in her recent films are "The Honey-moon Express," "Don Juan," "The Painted Lady," "Millions,"

—Just like meeting an old friend you've been wanting to see for a long, long time—

PALS FIRST

Commencing
FRIDAY,
13th
JUNE.



The drama of the boy who risked a million to find out who his friends were — and in the end there were just three: An old derelict, a hobo, and the other a beautiful southern belle... his sweetheart.

with

LLOYD

and

HUGHES**DOLORES****del RIO**

ENJOY YOUR LIFE

Enjoying life is not possible unless you maintain your health and vigour in spite of work, worry, and extremes of weather and of temperature.

Ostelin will help you to keep fit and strong and resist infection.

Ostelin is a concentrate of the factor which makes cod-liver oil a valuable medicine. It is the essential medicinal value of the oil without any taste, smell or "repetition."

OSTELIN

Vitamin D Concentrate makes you fit and keeps you so

SOLD IN THREE FORMS

OSTELIN LIQUID particularly for babies. Many times more potent than the finest cod-liver oil.

OSTELIN TABLETS for children and adults. An excellent general tonic in a very convenient form.

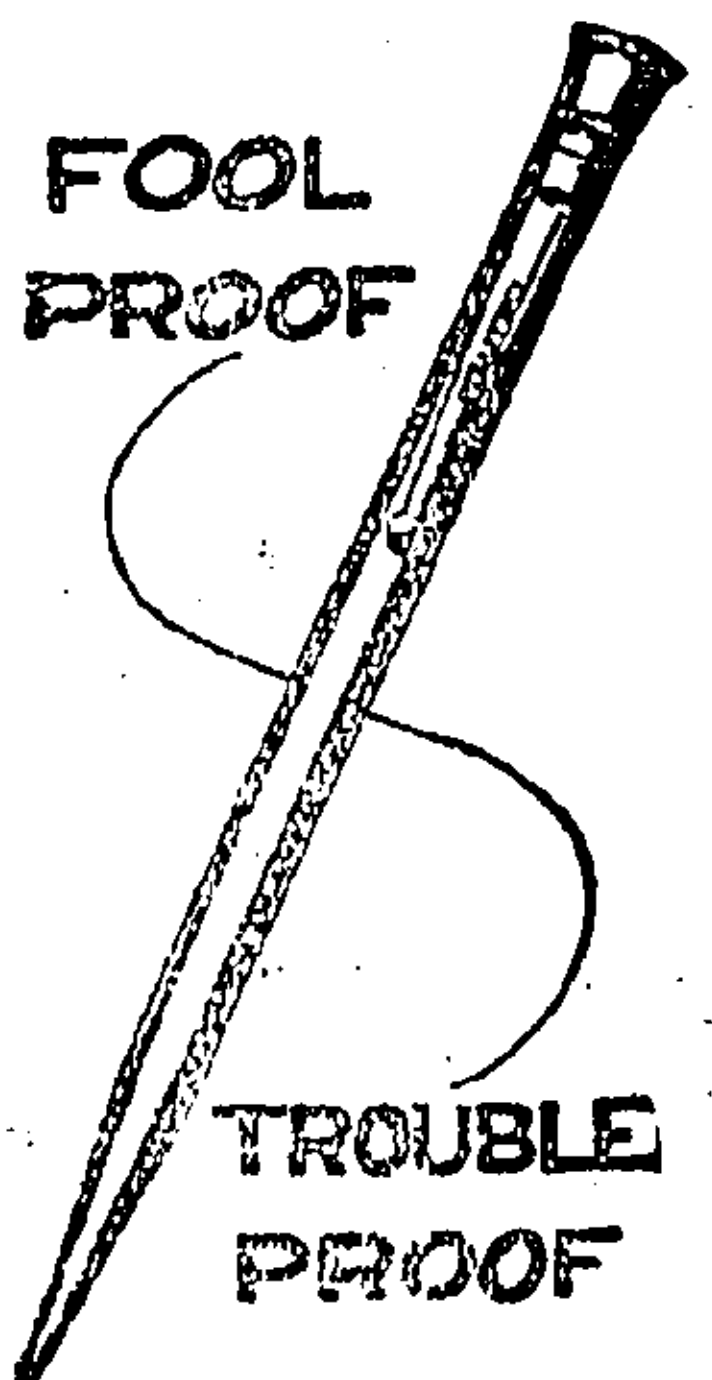
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Obtainable from any dispensary or chemist's store

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KOWLOON NOTES.

Astonishing Developments.

A few short years bring many changes in their train. Nothing is more remarkable to the returned wanderer than the really astonishing developments in Mongkok, along Prince Edward Road, and so on to Kowloon City. It is not a very long time ago since the writer and his friends used to push a battered old Ford car through the rain and mud to the site of what is now the Kowloon Tong Estate. There was no "dingie" in the rain then, and only the very few know the trials and tribulations of getting supplies up to the building site—nor, possibly, how in the rainy season, the road was made and remade many times in the course of a day.

And now a suburb, quite in the most modern manner, has sprung up, and buses run along Prince Edward Road, and modern youth can be seen joy-riding (and why not?) in the cool of the evening. And there are parages, and stores, a school, and a hospital where once the placid water-buffalo used to roam undisturbed, until the advent of the contractor's tip truck.

Unsuspected Excavation.

In these halcyon days, the negotiation of the paths from Mongkok to Kowloon Tong was fraught with many adventures. The electric lamp standard had not then entered into the scheme of things, but the indefatigable contractor was just beginning to. Consequently it was not unusual for the adventurer to wind up with a dull, sickening thud in some unsuspected excavation, or, mayhap, to come into violent contact with a wandering quadruped, to the mortification of everybody concerned. Strange tales are told of mishaps with rikshas in the Stygian gloom of Kowloon Tong of those days, and even stranger ones of midnight raids on market gardens. The best story of all, which concerns an incident during the strike of 1925, may not be repeated, but has often caused great laughter when recounted by those who participated in it. Truly, the times have changed!

A Bathing Plie.

Tuesday being the Birthday of His Majesty King George V, wolf

cubs and Boy Scouts of St. Andrew's Church, went for a lanch picnic to Junk Bay, in the afternoon. Officers in charge of the trip were the District Commissioner for Kowloon (the Rev. E. A. Armstrong), Miss M. D. White (Cubmistress) and Mr. R. Wong (Assistant Scoutmaster), and they were ably assisted by the cub's mothers.

The party left at 2.40 and returned at about 7 o'clock, after a most delightful time. On the journey back, the Scouts and cubs joined, lustily in singing Scouting songs, and, naturally all the jazz hits, that even the youngest wolf cub knew.

The cub pack are to be thanked for their kindness, which was greatly appreciated by their elder brothers.

A Disgrace.

While the growth and development of the peninsula has been marked by the erection of the magnificent Peninsula Hotel, facing the harbour, and the construction of fine modern residential flats, its degradation is confined to a certain ill-reputed area in Yau-mat. This is the "red light" area, which is an absolute disgrace. Particularly an old block of buildings between Pakhoi Street and Kowloon Street, both having a junction with Nathan Road. It is directly opposite the Po Hing Theatre, and the rear of the building faces Nathan Road.

What a tourist to Kowloon thinks of such a building may be imagined. Its dirty grey "all colours" in patches, in fact) walls facing the main road, are an eye-sore. The Government ought to order the demolition of the building, as it certainly is a disgrace to "pretty Kowloon."

Smart Work.

Sanitary Inspector Roylance is to be praised for his smart action which he took against a market stall, described as an assistant, when he had the man fined \$50 at the Kowloon Magistracy the other day for skinning a duck alive. Mr. Roylance figured a week or two ago as the captor of a Chinese who tried to decamp from a match in Cox's Road with a blanket. This man

was brought before the Magistrate and sentenced to one month's hard labour. Mr. Roylance has proved of great help to the Police. Well done!

Band Concerts.

The first Public Band Concert organised by the Kowloon Residents' Association was so pronounced a success that a second has been arranged for Wednesday, June 11, at the same time and place—i.e., the Kowloon Football Club, from 9 p.m. to 11 p.m. On this occasion the full Military Band of the 1st Somerset Light Infantry (Prince Albert's) has been engaged, with consent of Lt.-Col. C. H. Little, D.S.O., and Officers. Bandmaster E. J. Woolcott is preparing an attractive programme of music.

It is worth calling attention to some new features (suggested in the *Sunday Herald*) which will be introduced at this concert. In the first place there will be a programme on sale, with interesting notes on each of the items, historical and explanatory, so as to help the audience to follow and appreciate the music. In the next place there will be a counter where the thirsty may refresh themselves. This will be set up on the tennis court adjoining the Club-house. It will be under the management of the Kowloon Football Club but it will be open to the public on a cash basis. The K.R.A. is greatly indebted to the Kowloon Football Club for the helpful manner in which the Club has treated the whole enterprise, facilitating the effort in every possible way.

There will be no lack of seating accommodation and both of the grand stands will be illuminated, thanks to the generous assistance of the China Light and Power Company. The chairs around the Band stand were quickly filled by the first arrivals on the previous occasion. It has been suggested that some patrons would like to reserve seats for themselves and their friends. It is quite a common thing for persons to make up a little dinner party afterward, and it would be a great advantage to know that some well placed chairs would be reserved for their company. Arrangements have accordingly been made for a certain number of reserved seats at 50 cents per chair, and bookings can be made at most of the Clubs in Kowloon and at the Anderson Music Co., commencing on Saturday.



"A Guinea-Pig."

That Mr. Snowden is feeling the strain of his labours was made obvious in the House of Commons, when he was stung into calling that very able and courteous young Conservative, Mr. Oliver Stanley, a "guinea-pig". Naturally, a scene resulted, and the incident took a well-worn Parliamentary course. Mr. Churchill impetuously denounced the interjection as a gross insult and demanded its withdrawal; the Chair temporised; and Mr. Snowden refused to budge. The most satisfactory part was taken by Lord Derby's son, who simply asked to be allowed to go on with his speech, which at last he did, and answered the Chancellor with cold dignity.

Mr. Lloyd George subsequently went out of his way to compliment Mr. Stanley on his speech, and then himself made a brilliant speech in defence of the Budget. This is regarded in some quarters as evidence of a Liberal-Labour Pact.

Proportional Representation.

One of the Liberal papers talks of "growing interest in electoral reform" and says that, while the Government favour the Alternative Vote, "of late years Proportional Representation has had a much stronger backing." Proportional Representation is, of course, what the Liberals are set upon.

On the other hand, the differences between the Government and the "Clydesiders," led by Mr. Maxton, are rapidly reaching breaking-point and may soon lead definitely to the formation of a Fourth Party.

At the meeting of the Scottish Trade Union Council in Edinburgh, Mr. F. Stephenson, of the National Union of Vehicle Builders, declared that they might as well appeal to Mr. Baldwin as to this Government. "Baldwin, Lloyd George, and MacDonald," he said, "are one single unit—capitalism."

Divorce Reform.

In the fourteen weeks of the Law Sittings the three Divorce Court judges dealt with 1,160 cases, over 900 undefended petitions, 221 non-jury defended cases, and about 40 special and common jury cases. One of the results of this has been a frank and public discussion between the President of the Divorce Court, Lord Merivale, and the Attorney-General, Sir William Jowitt, on the changes in public opinion upon morality and divorce. Both agreed that on this question opinion had advanced four decades in two and that hardly a detail of it is now viewed as it would have been instinctively viewed, say, in the ten years preceding the War.

An example of the truth of the foregoing statement, the Daily

Express says:

People are less concerned now with what used to be called "the interests of general morality." They ask themselves, and they expect the judges to ask themselves, in any specific case of divorce, such tangible questions as these: What is best for the children? If there are no children and no likelihood of husband and wife being reconciled, does not a court which withholds a decree of divorce run the risk of encouraging irregular unions, and thus of promoting the possibility that there may be children born out of wedlock? That such issues should be publicly debated between leading law officers is a sign, and a very welcome one, that we are feeling our way towards a code which will be none the less a guardian of morals for being realistic and humane.

The Daily Telegraph, however, says that "Many people will be alarmed to find such a code (of easy divorce) put forward with the authority of the Attorney-General."

The Licensing Commission.

The Licensing Commission goes on its weary way. At a recent sitting Major Salmon, M.P., chairman and managing director of the Lyons, advocated a number of changes in the law which sounded reasonable enough. He suggested, among other things, facilities for supplying drinks with meals at any time and removal of the ban on serving an appetiser for supper before the meal is served or a liqueur or port during the half-hour after midnight which is allowed for drinking up.

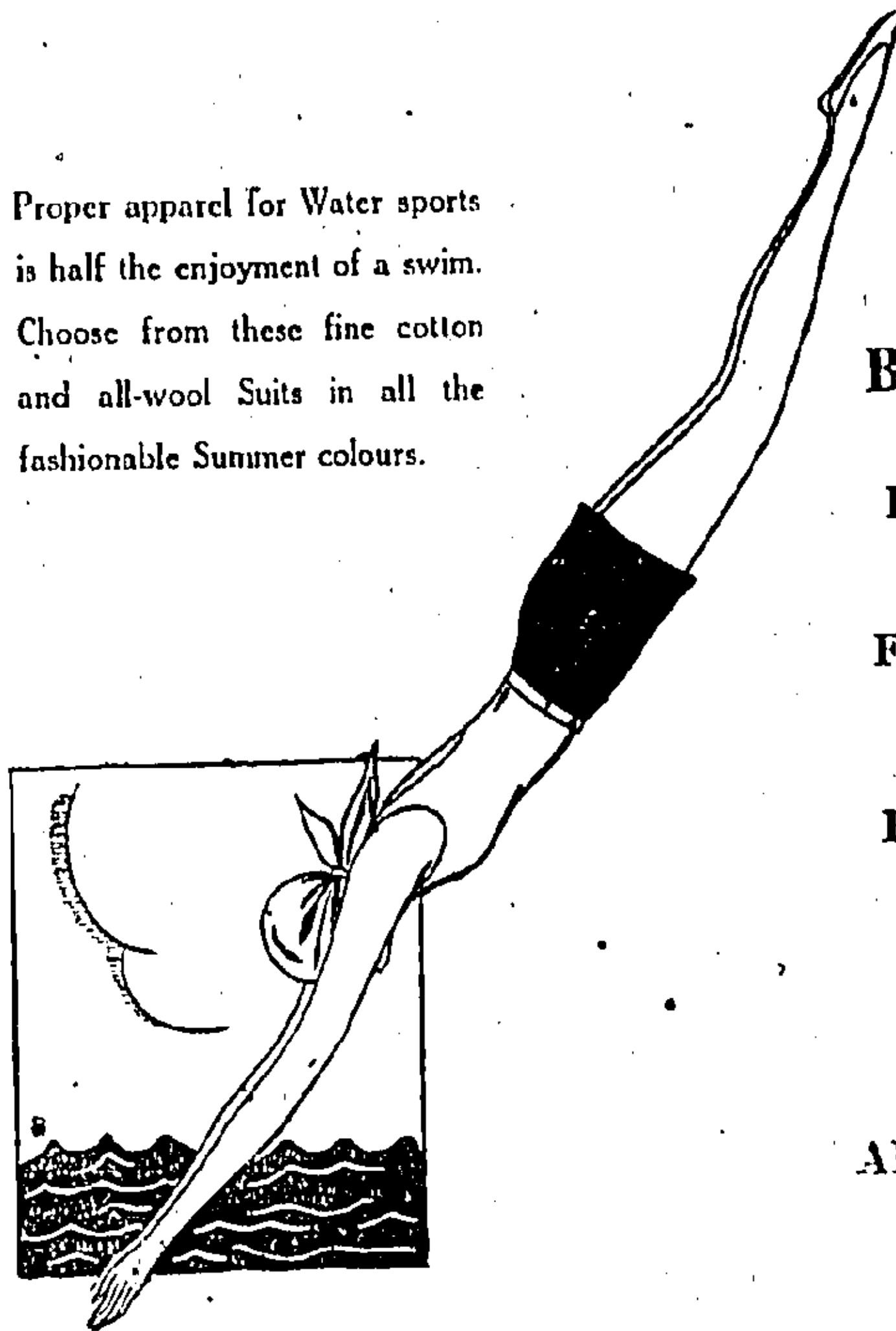
Major Salmon said that it was his experience that the improvement in the conduct of the people in regard to drink had been con-

NEW SUMMER GOODS

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MONEY SAVING VALUES

Proper apparel for Water sports is half the enjoyment of a swim. Choose from these fine cotton and all-wool Suits in all the fashionable Summer colours.



BATHING SUITS

For LADIES or GENTS In Cotton

From \$2.75 upwards.

IN ALL-WOOL

From \$5.50 upwards.

BATHING CAPES.

BATHING CAPS.

BATHING SHOES.

ALL LATEST STYLES.

LADIES' SILK HOSE

Special:—\$1.00 Pair Upward.

TENNIS OVER SOCKS

ALL-WOOL .. \$1.50 P.

SILK \$1.75 Pr.

LATEST DESIGNS IN PARASOLS:

Every well-dressed Lady will find that a beautiful fancy parasol with unique handle will add greatly to the smartness and elegance of her appearance. From \$3.25 upwards.

YEE SANG FAT

THE HONG KONG BARGAIN HOUSE

Opposite Hong Kong Hotel Motor Show Room.

temporaneous with improvements in facilities for the service of food and drink. The experience of most middle-aged men who know their London bears this out.

Aliens on British Ships.

The alleged menace of the increasing employment on British coastal steamers of Asiatic seamen and firemen is to be thoroughly investigated by the President of the Board of Trade. Mr. William Graham made this promise to a deputation from the National Union of Seamen, introduced by Commander Kenworthy. Already, the deputation stated 21,000 British seamen were unemployed, but Arab and Chinese seamen were being recruited. The personnel on the weekly boats sailing from North-East coast ports was more than 52 per cent. Arab. These men were

smuggled into the country, crimping was common, and there was traffic in false discharge papers and registration books. Although the union was in touch with ship-owners, who were proving helpful.

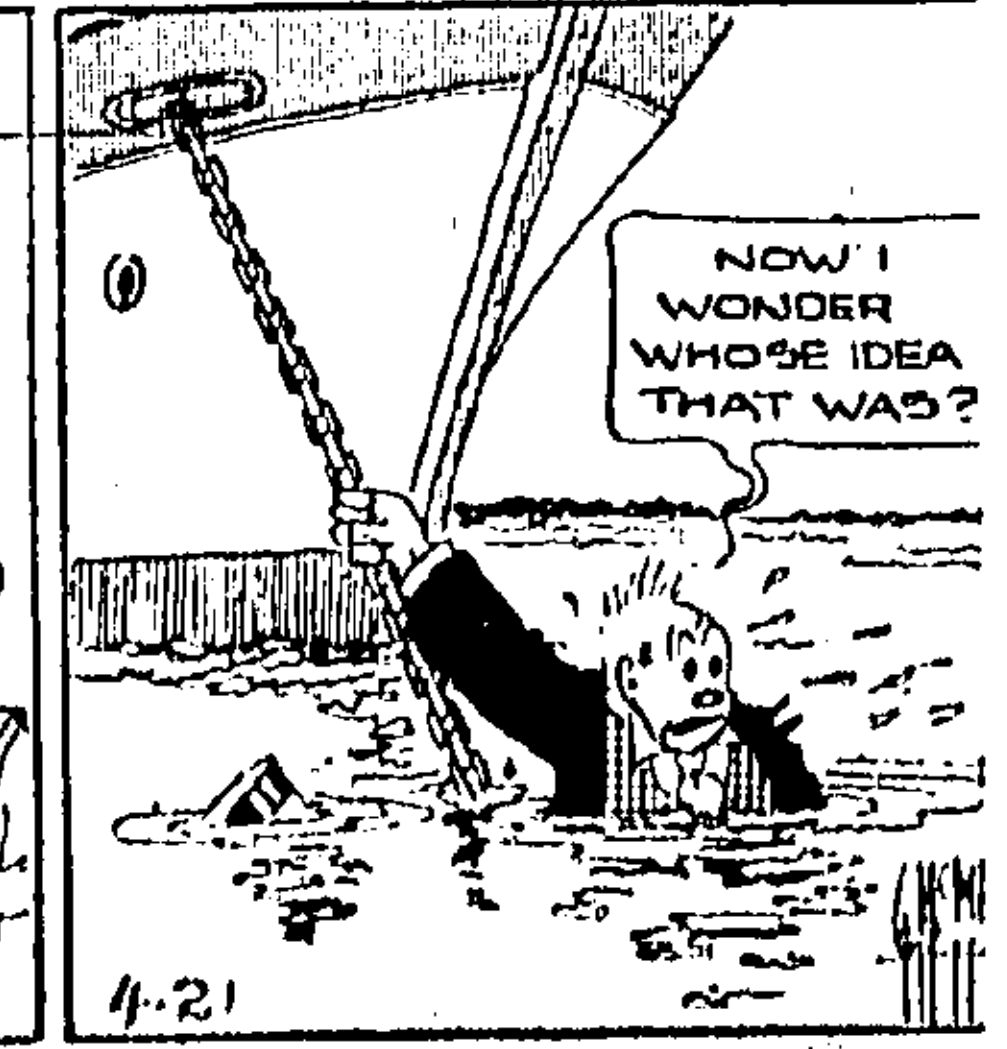
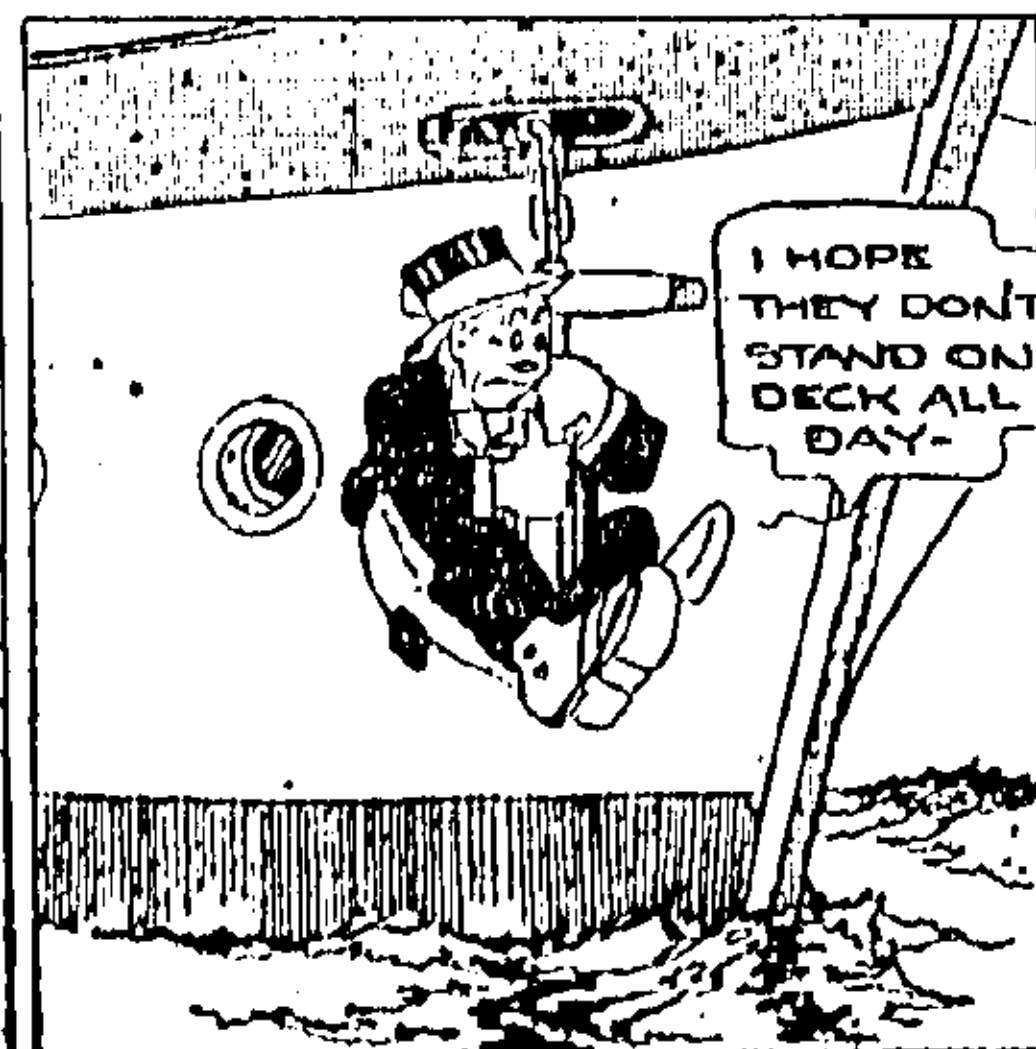
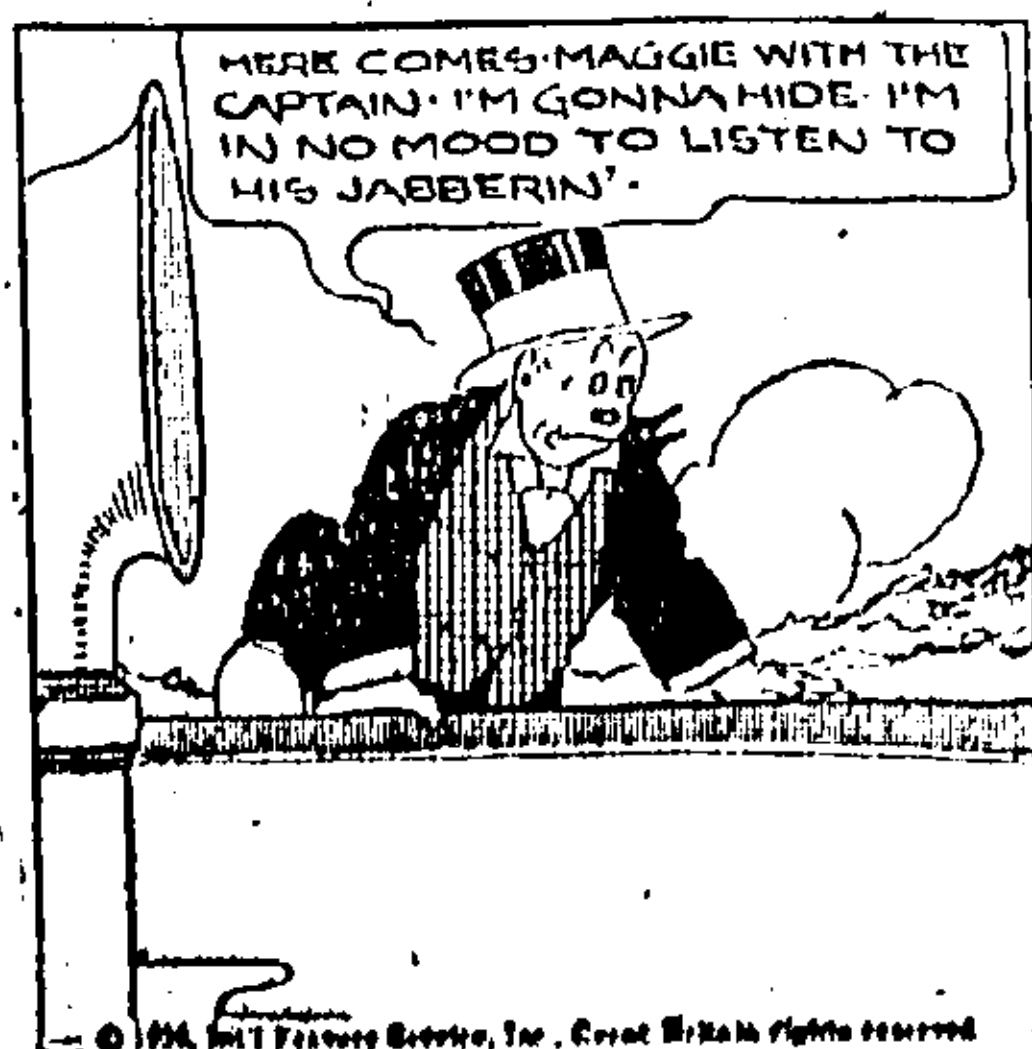
An Invasion.

Not for many years has there been so much promise of a brilliant Social season: 500,000 visitors, more than half of them from the U.S.A., are expected to visit Britain. More applications than ever before have been made for presentations at Court, while the King's return to the social life of the capital will provide it with a welcome glamour. Thus the picturesque royal procession down the course at Ascot will probably be revived, and other notable events in which the King will be prominent will be the Imperial Press Conference and the reopening of St. Paul's in June and the opening

of the Imperial Conference in October. Large contingents of visitors will of course visit Wimbledon for the lawn tennis tournament, the Test matches, and the races. Present arrangements are for four Courts this year—two on successive evenings in May and two on successive evenings in June.

In spite of the record number of applications to attend Court this year, it is understood that there is no possibility of a fifth Court being held, owing to the many other engagements of the King and Queen. Special plans at Liverpool are to be made to receive an American party of 200 who are visiting Britain to study our social services. They are to be welcomed by a "welcome committee" and plans will be made for their reception and entertainment. They will be received by the Lord Mayors of London and Liverpool.

BRINGING UP FATHER.



EVERY PRINTING NEED

Anything you require in the way of printing from an elaborate catalogue to visiting cards, from the most intricate handset job to the merest linotype job, we can do for you—better.

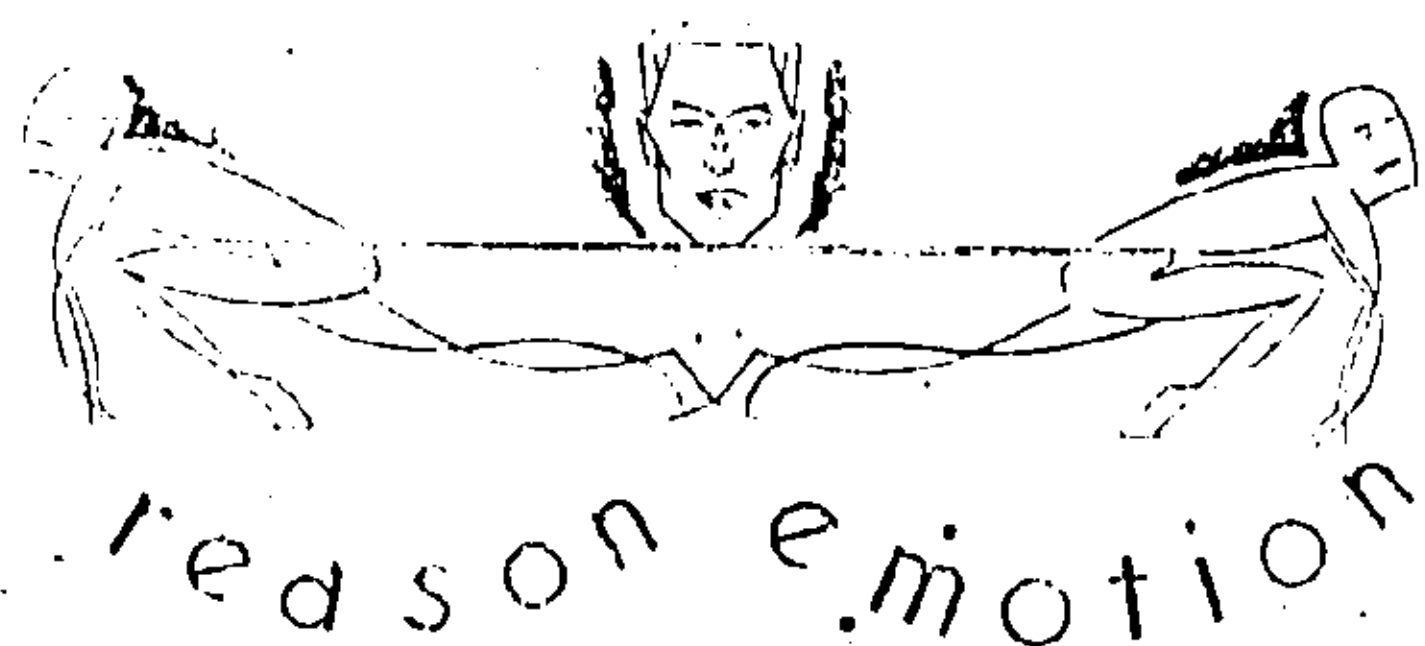
THE NEWSPAPER ENTERPRISE, LTD.
(China Mail Office)
FOR BETTER PRINTING.



The CALL of the OPEN ROAD

"...light-hearted I take to the open road, 'Healthy, free, the world before me.'"

Hongkong Sunday Herald
MOTORING SECTION
HONG KONG, JUNE 8, 1930.



We know that it is useless to waste time debating the old question of whether men act from reason rather than from emotion, or the contrary. There is usually a reason behind every emotion, one that can be found. If we look hard enough for it. We know that it requires little persuasion to induce a convinced person to act. So we put our effort on getting conviction, which we do with facts, and evidence and proof. Then persuasion is easy. Proof is generally most readily available in the form of documents. In our case, however, we prove by the thing itself—a trial of the correct grade of the New Gargoyle Mobiloil. This is really more than proof—it is demonstration. A trial of the New Gargoyle Mobiloil will prove to you that it is by far the most economical and efficient motorcar engine lubricant. Drain the engine's crankcase while the old oil is hot, and refill to proper level with the New Gargoyle Mobiloil—then you will appreciate the difference between a good lubricating oil and an ordinary by-product in the manufacture of gasoline and kerosene.

Vacuum Oil Company

FISSK

PATENTED
CONSTRUCTION
MAKES
FISSKS
WEAR
LONGER



PATENTED
CONSTRUCTION
GIVES
FISSKS
GREATER
MILEAGE

OBTAINABLE AT ALL GARAGES UPON REQUEST.

Sole Distributors:—

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Tel. 28011.

30, Des Voeux Road C.

Tel. 28011.

BESPOKE TAILORING Firm Which Makes Cars to Order.

When a motor-car firm begins its manufacturing year, the usual procedure is, first, for its sales department to estimate the number of cars which it will be able to sell during the ensuing twelve months. "Sanctions" are then issued for the greater portion of this number and manufacture starts with a swing.

It is not generally known, however, that one of the largest British concerns has altogether dispensed with the system of "Sanctions." The Rover Company, since its re-organisation a year or so ago, has never made a car except to definite order. These orders are not of the usual type which may or may not be completed. Each one is "firm and irrevocable" and the manufacture of the car is not started until the order form is signed.

The advantages of such a system are many. In the first place, it facilitates variations from standard. But the most important advantage is that of economical production. There is no waste whatever, no "making for stock," no frantic effort to dispose of "end of season" models. The public benefits, of course, in that the cars are exceptional value for money, a striking example being the new 20 h.p. "Moleen."

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone 24641.

DOUBLE DECK 'BUSES

London's Latest Luxury Transport.

The L.G.O.C. has recently placed in service a number of experimental, all enclosed, double deck buses. Known as the "ST" type, they are designed to deal more expeditiously than the present vehicles with peak hour traffic.

The principal feature of these new buses is a spacious enclosed vestibule taking the place of the usual platform. This greatly facilitates entering and leaving, and during rush periods will enable a greater number of passengers to board the buses at the same time and thus curtail stopping periods.

Once on board passengers will be able to find their way to the seats after the bus has started, a practice which is impossible with the present type of platform.

In the "ST" models the usual circular stairway has been replaced by a straight stairway ascending from the vestibule over the offside wheel arch to the middle of the upper saloon. This new position is designed to assist free circulation in the saloon and reduce the tendency for passengers to form a queue. In practice it should also assist in reducing the time spent at stopping places.

The stairway is provided with a deep leather covered handrail and aluminium kicking plates.

As the licensing authorities demand an emergency exit on all vehicles with enclosed stairways, advantage has been taken in this instance of the large upper saloon window at the rear. This is hinged at the bottom and easily opened by means of an interior handle. Its movement would remain unimpeded should the bus fall on either the right or left side.

The new stairway led to some modification in the upper saloon seating arrangements. In the new models sixteen passengers are accommodated in cross type seats on each side of a central gangway at the forward end, three more on seats facing the stairhead, and a further five on seats at the rear immediately below the emergency exit window.

In the lower saloon the seats are all arranged crosswise with the exception of four opposite the stairway. They are all super sprung, sloped, of generous width, and upholstered in fawn coloured moquette.

Both the front and rear windows are of unsplinterable glass, and three windows on each side of the upper and lower saloons are divided with the top part free to be raised or lowered by passengers.

Artificial lighting is effected by electric bulbs concealed behind translucent "Acetaloid" panels. These are non-inflammable and give an extremely restful diffused light. Glazed destination indicators are let into both the front and rear panels and illuminated internally by electric lamps.

Pneumatic power is used for signalling purposes by the conductor, the old bell cords having been replaced by press devices of unbreakable metal. Two of these are located in the lower saloon and one at the stairhead in the upper saloon.

Full advantage has been taken of the relaxed licensing regulations to provide the driver with better comfort and protection. In the new "ST" buses he has a cabin totally enclosed by glass with the exception of a narrow opening on the offside used as an entrance.

An innovation worth recording is the provision of a large bevelled mirror fitted to the side of the staircase, and small mirror situated in the centre panel of the front bulkhead.

The chassis selected for the "ST" type buses is the well-known A.E.C. "Rover." This has a 6-cylinder, 55-h.p. o.h.v. engine with unit constructed rear box, and an off-centred differential taking its place under a variable seat and allowing a low floor level to be maintained.

It is not unlikely that the manner in which these L.G.O.C. experimental models fulfil the designer's requirements will evoke interest among municipal operators in provincial cities where the speeding up of services during peak periods presents similar problems.

Vehicle Design and Tyres.
The modern pneumatic tyre has now reached a state where it can be relied upon to give the maximum period of useful service at the minimum of trouble and expense, but naturally this service does not depend entirely on the manufacturer of the tyre.

It will be readily appreciated that however perfect may be the production of the tyre manufacturer there may conceivably be conditions applying to the subsequent use of the tyre which may adversely affect the service of the tyre equipment, unless the manufacturer of the vehicle and the operator thereof each plays his part in ensuring that the tyres with which the vehicle is fitted are used under the conditions which the tyre manufacturer had in mind when manufacturing his product.

The Standards Department of the British Manufacturers' Section of the S.M.M. & T. has already performed useful service by bringing to notice by means of its Data Sheets, the importance of correct tyre inflation, and it has recently added to this by producing I.A.E. Data Sheet No. 165, which deals with various factors in vehicle design tending to have an adverse effect on pneumatic tyre wear, while the usefulness of this Data Sheet is increased by the recommendations therein for overcoming these factors.

Toe-In.

The effect of toe-in is to cause extremely rapid abrasive wear, and it is considered preferable that there should be no toe-in. Should toe-in be essential to steering design it is recommended that it should not exceed a total of 1/4 inch measured at the centre height of the tyres.

Camber.

The effect of camber is to cause rapid abrasive wear often over the whole tread surface, but this wear is much more marked on the outside edge of the tread than elsewhere. The wear is of an uneven and patchy nature, the tread surface becoming pitted and undulating, the effect being aggravated if the inflation pressure is permitted to fall unduly. Should toe-in be present also, the rate of wear may be many times the normal.

To prevent this it is recommended that the wheels should be set exactly vertical, but where camber is essential, it should exceed 2 degrees per wheel and should be equal for both wheels.

Twin Pneumatics.

Where the twin tyres fail to share the load equally, excessive wear will result, which is usually more severe on the inner tyre. This leads to premature failure of that tyre as compared with the outer one. It is recommended that to prevent this the centre-to-centre distance between the twin tyres should be no wider apart than is necessary to accommodate the correct size of tyre for the load, reference being made to I.A.E. Data Sheet No. 154, in which the centre-to-centre distances between Twin Pneumatic Tyres are defined.

Pressures.

In order to obtain the maximum tyre life it is most important that the maximum tyre load at the correct pressure should be in accordance with I.A.E. Data Sheet No. 156 for Private Cars and I.A.E. Data Sheet Nos. 157 and 158 for Commercial Vehicles. During the running life of a vehicle much more expenditure is incurred on tyres which are too small than on tyres which are correctly proportioned to the load, and should a vehicle be under-tyred, there is a possibility of danger to passengers in case of sudden failure, with disarrangement of the service if a public service vehicle is concerned.

It is recommended that the tyre selected should not be worked at more than the mean of the load schedule set out in the Data Sheets mentioned, thus providing a margin

GREAT POWER.

Developed by De Soto Six Engine.

A miniature tornado is set in motion in an automobile engine every time the driver "steps on the gas." It is a small tornado in dimensions, but a lively one in velocity, and, when properly controlled, has much to do with economical operation and the development of engine power.

The little tornado is caused by the "breathing" of the engine, or the air that is drawn into the combustion chambers through the carburettor on the intake stroke of the pistons. With the gas, it forms the fuel mixture.

In the famous De Soto Six engine close attention has been given to working out easy breathing and an ideal fuel mixture, with even distribution to all cylinders.

"When a De Soto Six is moving at 60 miles per hour," says the local De Soto distributor, "the air that is burned with the gas is moving through the intake at 2.6 miles per minute, or 160 miles an hour, about two and one-half times the speed of the car."

"To facilitate this flow of air, the intake must be as large as possible, while maintaining a proper mixture. The valves also must be ample, compared with the capacity of the cylinder. In the De Soto Six, we have one square inch of valve area to each twenty-six cubic inches of piston displacement. The central idea is breathing capacity, however, or the amount of air that can be taken in."

"Other power and economy factors that have had very careful engineering in the De Soto Six are the valve timing, to maintain good torque at low and high speeds; keeping piston heads cool; reducing heat on the manifold, in order to preserve a dense mixture and maintain weight per volume; the designing of efficient combustion chambers with relatively high compression; and the reduction of engine friction."

"The De Soto Six began with an engineer's conception of a perfectly balanced car. From an efficiency standpoint it would be difficult to find a more highly developed engine. With 189.81 cubic inches of piston displacement, this engine has actually out-pulled on the testing block a well-known engine having 249 cubic inches displacement."

"No one unit in the power line has been permitted to predominate. Engine, clutch, rear axle, and all other parts have been perfectly balanced in relation to each other. The result is a remarkably smooth, powerful and economical car."

for a reasonable inevitable overload which occurs under service conditions.

Brake Drum Clearances.
Insufficient brake drum clearance in rear wheels, particularly with reference to Commercial Vehicles, results in any excessive heating of the brake drum being transferred to the tyre, tube and flaps. The tyre affected is usually the inner one of a twin fitting, the outer one being only a few degrees above atmospheric temperature. The effect is often very severe, resulting in the rubber of the tyre being practically destroyed, with complete disintegration of the tyre edges and bead structure. This may occur at any stage of the life of the tyre, consequent on variation in the conditions of usage.

It is recommended that the minimum clearance between the brake drum and the under-ride of the rim shall be 1/16 inch and that a clearance of 1/8 inch shall be arranged between the brake drum and the rim in order to provide an air passage.

It is further suggested that the provision of simple means of frequently adjusting brakes is important, for it has been found that under certain operating conditions the difficulty of accurate adjustment may result in brakes being set too closely, causing undue heating, and not bearing equally on all wheels.

GRACEFUL LINES.

Willys-Knight Great Six Car.

The Willys-Knight Great Six, a product of the Willys-Overland Company, is marked by graceful, sweeping lines that admittedly establish a new style motive in quality car design. The striking lines of these models, which permit the entirely new exterior colour treatment, set a new trend for modern motor car styles, and as a result meet the highest demands of luxury motoring.

The Great Six models, which include a wide range of body types from a smart Sport Roadster to 5-passenger Sedan, are surrounded with an atmosphere of luxury and good taste. Every line and detail of appointment indicate that these cars have been designed and built with careful attention to the latest demands of buyers of exclusive automobiles.

The development of the Willys-Knight Great Six line has not been confined merely to advanced style and beauty of lines, but its six cylinder sleeve valve engine also is marked by a perfection which is outstanding among engines of its size. Developing 87 horsepower, the new Willys-Knight Great Six power plant is the most powerful ever designed by Willys-Overland.

Providing as it does a smooth speed well in excess of 70 miles an hour, this new engine meets every speed and power demand of the modern driver.

No detail has been overlooked to provide the Willys-Knight with every convenience for the driver. The curved gear shift lever has been replaced by a straight one, which, combined with an improvement in the gear shifting mechanism, has resulted in shortening the distance necessary for the hand to travel in changing gears.

The mechanical features, in addition to those mentioned, include the highly successful "Finger-Tip Control," three spoke steering wheel, on shot lubricating system, cam and lever steering gear, manual heat control, automatic radiator shutters, all internal expanding four-wheel brakes, adjustable front seat and steering post, emergency brake at extreme left, double drop frame, long flexible springs, and a heavy 7-bearing crankshaft.

AN EPIC RUN.

From the Arctic to the Mediterranean.

In the recent Monte Carlo Rally the Hon. Mrs. Bruce made an epic run which was fittingly rounded off by the announcement that she had obtained full marks for the journey and the condition of the car on arrival. The original seals on engine, chassis and axle, placed on the car at Sundsvall, Sweden, were unbroken. She also gained the following successes:—

First British Lady;

First of British Competitors in her class;

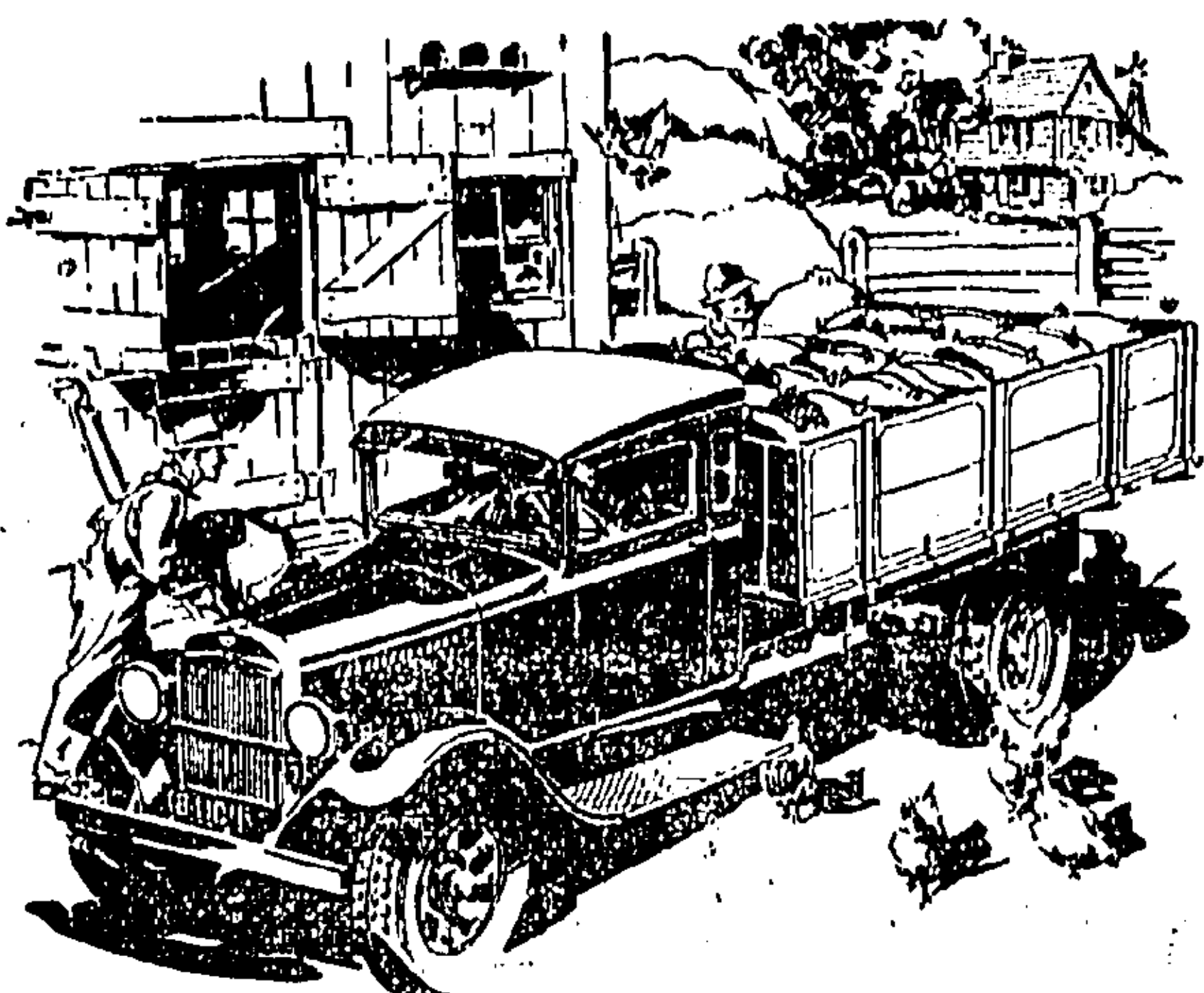
Second of All British Competitors;

Third in Most Comfortable Closed Car Test.

The last award is especially worth noting. The Hon. Mrs. Bruce's Hillman cost but £495, yet it was adjudged the third most comfortable out of all the closed cars in the Rally.

Indeed, the whole performance of the Hillman has proved—what the Hon. Mrs. Bruce knew when she chose it from the pick of the world's fine cars—that in reliability, speed, endurance, and general performance, the Hillman "Straight Eight" can hold its own with any car of any price.

The story of the Hon. Mrs. Bruce's adventure has been told in an interesting booklet entitled, "From Arctic to Mediterranean in 91 Hours," a copy of which the Hillman Motor Co., Ltd., of Coventry, will send free on application.



YOU CAN'T LEAVE HAULING TO CHANCE

Successful business men never stock merchandise on chance. They never price it without consideration of cost. They never rely on chance patronage. Nor should they select their trucks by hit-or-miss methods.

Business men who own Dodge Trucks—there are many thousands of them—have taken chance out of truck selection. They have proved that Dodge Trucks possess the very qualities valued by experienced truck users . . . power for heavy pulling—speed for time-saving hauling—dependability to serve unfailingly—economy as consistent as it is thorough—good looks you will be proud of—comfort and ease of control for the drivers.

Consult with your Dodge Brothers dealer about the size and type of Dodge Truck that will best fit your needs. You can buy it complete with body ready for service at a price as moderate as its earning ability is high.

DODGE TRUCKS

CHRYSLER MOTORS PRODUCT

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.

THAT HANDBOOK.

Cannot Be Ignored by Car Owners.

Too often, unfortunately, a motorist looks askance at the instructions concerning maintenance which are contained in the manufacturer's handbook. "Grease these parts daily," says the book, "these parts every week; check the level of oil in the gear-box and back axle every 1,000 miles." Etcetera.

Too often, also, these instructions are disregarded. At first perhaps, the motorist executes them with meticulous care. Then the novelty fades; greasing is cut down to an irregular fortnightly operation; and the car goes on running just as well.

Yet all the time the owner is storing up trouble for himself. Squeaks and rattles appear in due course, and this or that minor repair has to be effected at a garage. Eventually there is a heavy overhaul bill.

An example of what regular light maintenance will do came before the notice of the Singer Company recently. Over three years ago, a Coventry resident bought a Singer car and since then he has covered over 25,000 miles. The engine has never been dismantled—except for decarbonisation—and at the end of three years' running he took it into the works, merely as a precautionary measure. The makers found that all the repairs necessary consisted of four new scraper rings and a few minor adjustments.

None of the original tyres was replaced until 20,000 miles had been covered and two are still in use, with several months' wear left in them. In appearance, if not "indistinguishable from new," the car certainly would not be estimated at more than 12 months' old.

It must be pointed out that this motorist is no mechanical genius. He has done nothing to his car which could not be done by the veriest novice, for the only attention he has given it is that prescribed in the manufacturer's handbook. Twenty-five thousand miles without trouble of any sort—and then only minor adjustments! The moral is obvious.

PLEA FOR MOTORS.

Sir E. Geddes and the M'Kenna Duties.

A strong plea for the maintenance of the M'Kenna Duties was made by Sir Eric Geddes, presiding at the general meeting of the Dunlop Rubber Company in London.

World-trading conditions in 1929 were exceptionally difficult, said Sir Eric.

Amongst adverse difficulties which particularly affected business in Britain were the political uncertainties attending on the change of Government. In the automobile industry the threat to the M'Kenna Duties undoubtedly resulted in the holding up of a considerable volume of business. "Since the war our automobile manufacturers, under the provisions of the M'Kenna Duties, have attained a measure of volume but their protection has only been half-hearted and has never been continuously assured to them. "That uncertainty must retard enterprise, development and growth, and is therefore bad for this company."

Inconceivable.

In the tyre industry, said Sir Eric, the imposition of the duties had substantially benefited the trade, and employment in the country, and there had been no detriment to the consumer and to his mind that was inconceivable, in fairness and justice, that Parliament should remove the import duties placed on tyres.

He was convinced that given adequate protection and security in its continuance the British automobile industry would make enormous strides in export.

Dealing with the suggestion of increased taxation, Sir Eric said that people who could afford to run a car would consider making the old one do with a patched tyre, instead of buying a new one.

The shareholders, he said, were already paying in income-tax far more than 4s. 6d. in the £1, as they not only paid upon the dividend they received as individuals but also upon sums which they had not received, and which ought to be left, and were left, in the business in order to strengthen and develop it.

LIVELY PENANG.

Lorry Racing & Narrow Roads.

Penang, May 31.

At the meeting of the Municipal Commissioners Mr. Hogan proposed the following resolution:—

"That the Commissioners view with grave apprehension the danger to life and limb as well as the damage to the roads by reason of the heavily laden motor-lorries racing both within and without the Municipal limits; that action should be taken to control the speed of motor-lorries either by a mechanical contrivance and/or representations to the C.P.O. for vigorous measures to abate the same."

Mr. Hogan said that the motion needed no introduction as they were all aware of the daily racing going on in various parts of the town. So far as motor-lorries were concerned, it was absolutely necessary to have some speed limit.

The Commissioners, while unanimously accepting the resolution, at the same time expressed the opinion that a speed limit of fifteen miles an hour should be fixed.

Mr. Hogan also moved that in the interests of the public one way traffic should be instituted in New Reservoir Road from Mount Erskine Road to Batu Ferringhi.

Sharp Division of Feeling. There was a sharp division of feeling on this matter, the president himself being against the motion which, however, was carried by a vote of six to five.

Mr. Hogan said that this was a Municipal road which had been built and was maintained at Municipal expense. Further, this was one of the few roads on which the public could enjoy a drive but owing to its narrowness it was dangerous to have cars crossing at the corners. Formerly the public went by Tanjong Bungah Drive, but now this road had become unsafe.

Several Commissioners spoke against the motion, stating that one-way traffic would tend to speeding and overtaking. If they desired to consider the convenience of the public they should consider the convenience of the majority and not of the few who desired to use the road as a pleasure drive. Besides, several owners who had plantations would have to make a considerable

BRITISH CARS.

Growing Demand for Vauxhalls.

UP-TO-DATE FACTORY.

The demand, both in Britain and the Empire, for Vauxhall has necessitated extensive additions being carried out at the Vauxhall factory. These extensions, which were being completed when Mr. L. J. Hartnett, Export Manager of Vauxhall Motors Limited, left Britain for Australia, are equipped with the latest machinery.

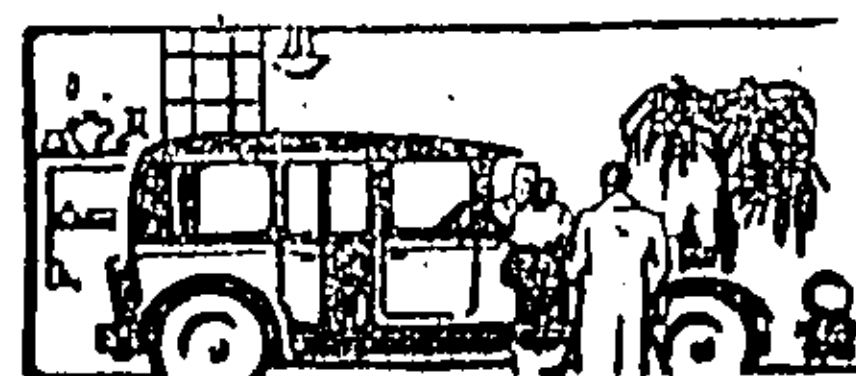
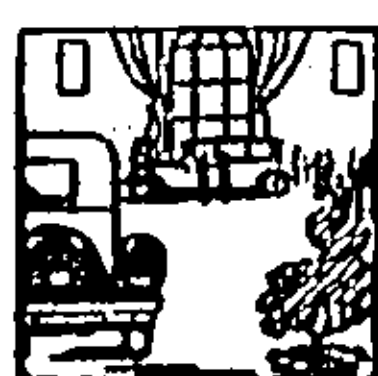
"It is of interest," said Mr. Hartnett, in alluding to the interest taken by the British manufacturer in the export trade, "to realise that 98 per cent. of all materials used in the production of Vauxhall is British, and that the personnel of Vauxhall Motors, Ltd., is 99 per cent. British, the remaining 1 per cent. constituting experts from abroad, whose experience in other fields of the automotive industry is drawn upon to still further increase the efficiency of the Vauxhall organisation."

Wide-Awake Britain.

"Britain to-day," continued Mr. Hartnett, "is fully alive to the important aspects of the export trade, especially within the Empire, and Vauxhall Motors, Ltd., takes the whole question of suitable design of products for markets like Australia, so seriously that I have come to ascertain that the Vauxhall car is in every way suitable for Australian conditions."

"All over the world I have found that impressiveness of appearance, as well as actual qualities of performance and of comfortable travel, is required by the discriminating purchaser, and in the Vauxhall products, this amongst other factors, has for some considerable time been receiving the important attention it merits. These factors, coupled with dependability and economy of operation, constitute reasons why the new and extensive additions at the Vauxhall Factory were rendered so necessary, to keep pace with Empire demands for Vauxhalls."

detour before getting to their land. The president said that he would have preferred to wait and see for another six months.



MOTOR NEWS

From Road & Showroom



Rust.

Rust accumulates more easily in the Summer than the Winter. A thorough inspection now and then will prevent rust damage.

Motors Give Employment.

The motor industry of the U.S.A. provides employment directly and indirectly for 4,335,000 workers and has been a leader in maintaining wages through the perfection of its manufacturing equipment, which, compared with the old days, enables one workman to accomplish the results of several.

Don't Kick A Tyre.

Kicking a tyre to discover the air pressure is useless, as no toe is educated to tell what the air pressure is. The only thing that will do that is a gauge. It doesn't cost much, and it's virtually indestructible. If you put one in a car pocket, it's there when you need it.

Second Gear.

Starting in second gear is the motorist's answer to the limitation which has forced the car maker—in some cases—to use a very slow gear. On the level the practice is not a bad one. Unless the motorist is watchful, however, it will become a habit, and he will be trying it on grades where low should be used.

The De Soto Six.

A delivery of 50 cars in a 200 car equipment programme by the Hills Cab Company of Columbus, Ohio, with the De Soto Motor Corporation, is the biggest single transaction made to date by De Soto. The De Soto six was first chosen by the Hills Company after a thorough test of the car covering 30,000 miles of actual operation in cab service.

Chrysler-Built.

American shipments of Chrysler-built passenger cars, trucks, buses and commercial vehicles, including Dodge cars and trucks, De Soto, the Chrysler line and Fargo trucks, during February totaled 23,105 cars, compared with 18,874 for the preceding month. Orders on hand indicate still further increased demand.

In Western Australia.

During the last licensing year to the end of June, 1929, there were 5102 cars, and 2112 commercial vehicles registered in Western Australia.

Wind-Screen Wipers.

It is the opinion of the Leeds Watler Committee (Yorkshire), that all motor vehicles should be fitted with efficient automatic wind-screen wipers.

U.S. Oil Interests.

The great oil interests in America include 7,000 companies, partnerships and individuals producing crude oil. The great bulk of the oil lands are leased from the landowner. It is estimated that apart from royalties to the Indians and State, the landowners received the usual payment of one-eighth, which in 1928 would be one-eighth of \$135,000,000.

Dodge Trucks.

Recent deliveries of Dodge trucks on the Eastern Goldfields (Australia) were to Messrs. T. Barrett, Kookynie; Lake View and Star Gold Mine; B. De Campi, Kalgoorlie; V. J. Sullivan, Boulder; Mrs. M. Mills, Boulder. The three-ton truck taken delivery of by Mr. T. Barrett, of Kookynie, is a second repeat order, and will be used in the Kookynie district for general carrying work, fitted with a four-wheel trailer attachment. The other vehicles are to be used for various utilitarian purposes, whilst Mr. Sullivan's truck is for hunting purposes—kangaroo shooting and dingo trapping.

Driving Through Dust.

When driving into a cloud of dust coast as much as possible if your engine is not equipped with an air cleaner. If possible switch off the engine while you coast, provided that the road is level and that there would be no danger in depending entirely upon the brakes. An engine with a piston displacement of 300 cubic inches, running at the rate of 2,000 revolutions per minute, will draw in and expel approximately 350 cubic feet of air and dirt in a minute's running. This is equal to all the air displaced by a car measuring 6 x 7 x 10 feet.

80-Mile Pipe Line.

An 80-mile 6-in. pipe line costing about £150,000 is to be laid down by the parent company of the Atlantic Union Oil Company, Limited between the oilfields and the American coast. The line will carry natural petrol, and an 82,000-gallon tank will be erected at Tar Canyon station.

A Flat Tyre.

Having a flat tyre on a country road where the uneven surface prevents the placing of the jack is a most embarrassing position, this situation can be overcome by placing the spare on the ground in front of the flat tyre and then running that wheel up on the spare. The added height will allow the placing of the jack and the stunt will in no way harm the spare tyre.

French Grand Prix.

They certainly do things properly on the Continent. For the French Grand Prix, which takes place on September 21, the organisers are preparing a new course, spending 35,000 on it, and building a completely new road with a zig-zag descent. But, of course, they have the backing to do things on the grand scale.

Traffic Congestion.

Much of the traffic congestion in the streets of large towns is caused by buses stopping to pick up and set down passengers. In an endeavour to overcome this trouble, the L.G.O.C. (London General Omnibus Company) and the Birmingham Corporation are experimenting with an entirely new type of double-deck bus. This vehicle has seats for 49 passengers, and special arrangements are made to facilitate loading and unloading.

Bus From London to Edinburgh.

A regular bus service is being operated between London and Edinburgh, the single fare is in the neighbourhood of £1 for the 400-mile journey. The service will leave Edinburgh every morning, arriving in London the same night; also every evening arriving at the destination the following morning, while a similar time-table will be operated from London. Daimler double-decker buses accommodating forty passengers in great comfort are to be used.

Solid Tyres Banned.

In future solid tyres for motor vehicles will be prohibited in Norway.

They May Grow Loose.

Lugs on artillery wheel rims are not above loosening no matter how tightly they may have been drawn when the tyre was put on the wheel.

Speedway to Cost £1,500,000.

The Warrington shire council has decided to construct at a cost of about £1,500,000 a concrete highway from Sydney to Pittwater, one of the best known holiday resorts. The road, which will be 20 miles long, will be for high speed motor buses.

Fleet of Delivery Vans.

A fleet of Singer Junior delivery vans equipped with a full complement of tools and spares is working regularly from Coventry, in different directions, and is at the disposal of Singer owners and dealers in Britain. Work is undertaken only on cars the guarantee of which has not expired; no charge for travelling is made. In addition to these travelling workshops a "flying squad" model is kept in reserve at Coventry for urgent calls.

Pressure Must Be Up.

If the odometer is to register mileage correctly the tyre pressure must be up to the specified point.

Make Sure It Is Right.

Top cleaners that work well on one fabric may not be correct for others. The car owner will make certain of this in buying the cleanser if he is desirous of avoiding doing serious damage to the top. Advice on the subject is part of the accessory store's service.

New Cars Prove Point.

That spring shackles on older cars are likely to be a source of noise is proved, somewhat paradoxically, by most of the new models. They have a new type of shackle designed especially for silent operation, even after a long period of use.

Colour Also A Factor.

There may be plenty of lubricant in the front-wheel hub cap to provide the bearing with sufficient grease, but the colour of that lubricant is to be considered. If it has a grayish cast, as it often has, the chances are that its colour comes from abrasive particles chipped off in service. All such grease should be discarded.

Will Save Some Work.

Some car designs are such that in replacing differential side gears and pinion gears it is not necessary to remove the differential case.

May Score Cylinder.

Those car owners who like to do some of the maintenance work about their cars should be careful, when cleaning carbon, that none of the particles get between the piston and cylinder wall. These particles will not fall all the way through, in many cases, and in moving up and down with the piston may score the cylinder wall.

A Car of Silver.

The state motor-coach of the Shah of Persia, which has arrived at Cherbourg by the steamer Minnetonka from New York, looks like a dream of "The Arabian Nights." It is covered with heavy plates of silver, encrusted with precious stones, and lined with tapestries emblazoned with heraldic signs and emblems of the Persian dynasty. Its interior is upholstered with the richest silk. A gold cigarette case within is studded with diamonds. There is also a gold cigarette-holder.

Dust Dulls The Dials.

If the instruments happen to have black faced dials, the motorist should know that they may be almost impossible to read if covered with dust, especially under artificial light. Wiping them off is a distinct gesture in the direction of safety.

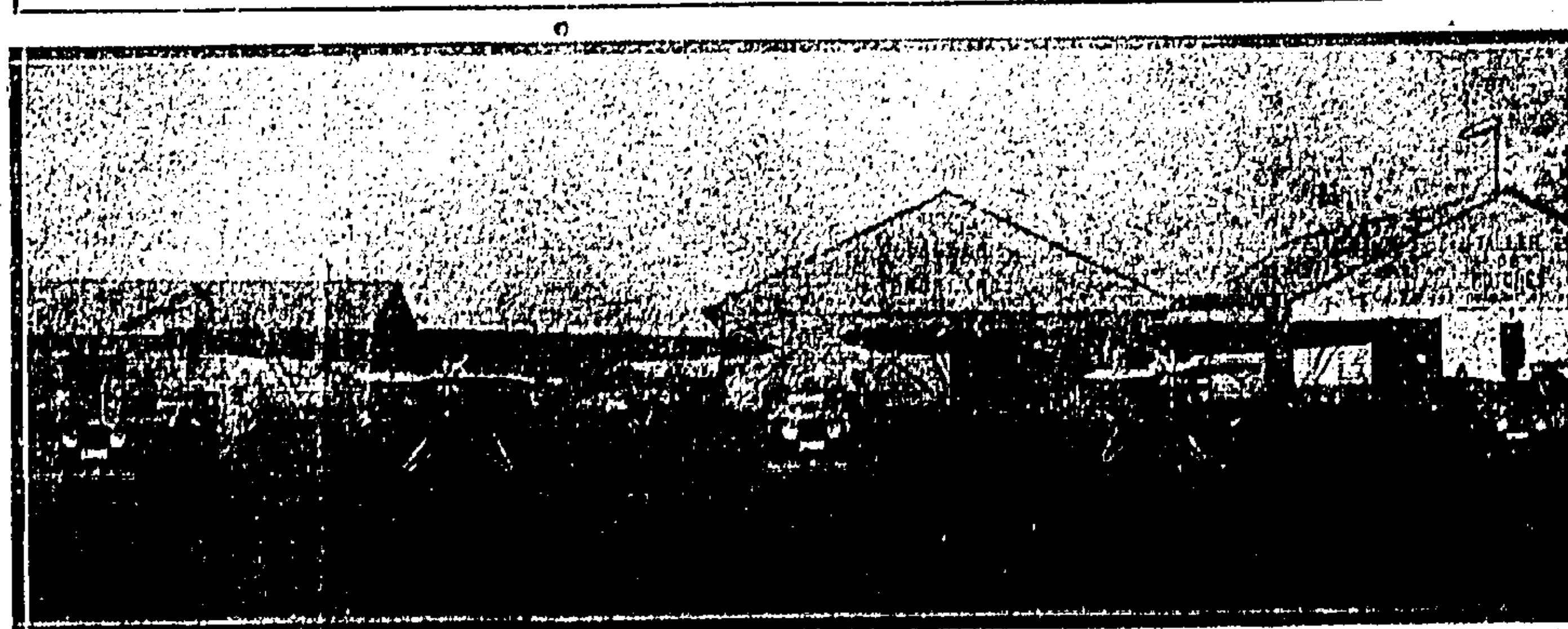
Answer All Ready.

The answer to the motorist whose over-head valve engine has developed wear in the rocker arms is available at the service station. It comes in the form of rocker arms fitted with oversize bushings. They are all ready for installation, which is much less expensive than if the job required trying to compensate for the wear in the older parts.

Clips on Wheel Spokes.

The clips around the spokes of the wheels of the Standard are provided to give balance against the weight of the tube valve and tyre inequalities. If the wheels were out of balance there would be a tendency for wobble to develop in the front ones at speed, although the effect is not noticeable, naturally, at a low rate of travel. It is a very good plan to balance the wheels up in this fashion.

ARE ENTHUSIASTIC MOTORISTS TOO



These three officers of the Cuban Air Force were photographed at Columbia Air-drome, Havana, with their Marquette automobiles which they drive when away from the flying field.

UNORTHODOX USE.

Selangor A. A. Action
Against Cycles.

Kuala Lumpur May 12.
Several matters of general interest to motorists in Malaya were discussed at the last committee meeting of the Selangor Automobile Association.

A request for legal advice in regard to a suggested change of police procedure, in case of motor accidents involving death or personal injury, resulted in a letter from a member being laid before the committee, suggesting the reference of the matter to the Chief Secretary and, failing a satisfactory reply, that the matter be raised in the Federal Council.

The committee was informed that the Chief Police Officer, Selangor, and the Legal Adviser had been approached in the matter. Further steps were deferred, and the matter will be brought before the incoming committee after the annual meeting.

"Legs Through The Frames."

Correspondence with the Legal Adviser regarding the danger caused by pillion-riding on pedal bicycles, with legs through the frames, was read. The committee having suggested legislation penalising persons cycling in an unorthodox manner.

The reply was that the Minor Offences Enactment was being extended, to impose penalties up to \$25 for convictions of adults cycling and carrying a second adult, and for anyone cycling, not being seated on the saddle.

This, it was pointed out, would not penalise the carrying of infants on bicycles, nor prevent scholars from taking friends on their machines to school.

The view was expressed that two adults on a bicycle were far less of a menace to traffic than two boys on one machine going to school.

The committee concurred with this view.

Compulsory Mudguards?

Correspondence was read from the Legal Adviser promising, to bring before the committee on the Motor Vehicles Bill a suggestion from the Association that all motor-cars and motor-buses using the public road should be compelled to carry mudguards.

A complaint was made by a member of the committee that the police were in some cases still failing to notice rickshaws and bicycles breaking the rules as to traffic regulation, at the junction of Java Street and Batu Road, Kuala Lumpur.

It was decided to write to this effect to the police authorities.

It was reported to the committee that the police authorities proposed to produce educational films, giving lessons in traffic control, etc., for the benefit of the public and their own officers.

The chairman, on behalf of the Association, promised the hearty co-operation and assistance of the members of the Association, should it be sought.

A communication was received from the Assistant Commissioner, Traffic, that one-way traffic for motor-buses and hired cars using the Malacca Street stand was being introduced.

The committee refrained from comment, in view of the statement, made by a member, that the whole system of car-parking in Kuala Lumpur was in the melting-pot.

Reliability Trial Prospects.

It was decided that the organising committee for the Whitsunday reliability trial should consist of the cars (sports) sub-committee and the motor-cycles sub-committee. It was announced that there would be a general tightening-up of conditions as to the granting of first-class awards, and that a different system of timing might be introduced, by which competitors would be required to use their own watches, sealed by competition officials, for their timing.

It was stated that there were 15 pages of suggestions for the trial. Port Dickson Club had notified willingness to assist, as last year, with the trial.

It was decided to write to the authorities urging the necessity for corner-cutting schemes on the Klang-Kuala Lumpur Road, which had had only one corner cut in the last five years.

Singapore Suggestion.

The Singapore Association wrote suggesting that the Association should make representations to the Government as to the advisability of entering into the international travelling pass agreement, by which Malayan motorists could enter other countries with their own licences to drive, and without alteration of the car-numbers, and that foreign motorists should be extended reciprocal facilities in Malaya.

The committee decided to refer the matter to the Malayan Motor Union.

The committee decided to ask all Malayan motoring organisations to exchange minutes, with a view to better contact.

The committee decided to circulate all Malayan motoring associations, urging that when a member in default with subscriptions was transferred from one area to another he should not be elected to his new local association, or permitted to compete in motoring events, until he had paid arrears due to his former association.

Proof of Collision.

An ingenious inventor in Berlin has devised a mechanism that automatically shows a signal the moment a car to which it is fitted hits a pedestrian or another car.

After the bump the device raises a white plate over the number plate, and to enable it to be seen at night the plate carries a winking red lamp.

Besides this signal the speedometer is automatically disconnected and locked to show the speed of the car when the collision occurred.

The invention, of course, is valueless unless all cars are compelled to carry it. Also it must be under police supervision and locked by the proper authorities to prevent unscrupulous use of the device.

RISKS OF FIRE.

Circumventing the
Gear-Box.

Only the other day I was calling attention to the law about keeping a fire extinguisher in the garage. A tragic accident recently, suggests the reflection that some people would feel more secure in their minds if means could be found of preventing a car from going on fire while being driven. I know people who object to closed cars simply on the ground that they are more difficult to escape from if fire breaks out.

Actually, the danger of fire is very small, as is shown by its relative infrequency compared with the total amount of motoring. Such cases as that at Haddington and that other very similar in the North of Britain some time ago make an impression on our feelings that is dreadful beyond words, but in comparison with the number of cars on the road every day they are really very rare.

Possible Causes.

They should be practically unheard of if every motorist would give a little serious thought to the actual nature of the danger—that is, to all the possible causes. In effect, there are only three causes—a head-on collision, a car turning over, and a bad leakage of petrol while the engine is running.

There should be no need to say anything about the desirability, for every reason, of taking the utmost care to avoid the dangers of a collision. The fact that fire is one of these dangers should simply induce an even greater degree of caution in the motorist.

As for the car overturning, the same remark applies, but here it is worth while to point out that while the most common cause of such an accident is skidding, it is quite possible to upset a car without skidding by swerving too violently. A violent swerve is nearly always a result of bad driving; it should practically never be necessary if the driver has been driving with proper regard to all the road conditions present. Yet I have often seen drivers who, apparently under the impression that they were performing brilliantly, were swerving at speed in and out of the traffic in a manner which was obviously dangerous as well as distinctly uncomfortable to their passengers.

Leaking Petrol.

Finally, there is a possibility of leaking petrol being ignited by a stray spark from the ignition system. This, however, should not happen if the driver keeps a reasonably vigilant eye on the conditions inside the bonnet.

Not only should the petrol pipe line be watched for any suspicion of leakage, but the ignition leads, etc., should also be examined for sparking which might be dangerous without actually making the engine miss. If that is done there remains only the off-chance of the petrol-pipe breaking suddenly without apparent cause, and that is nowadays a fairly remote contingency. If it should happen, the obvious thing to do is to switch off both petrol and ignition at once.

There is one case in which, it is argued, the ignition should not be switched off. This is when the carburettor "pops back" and goes on fire. Keeping the engine running will then draw the flames while switching off the petrol cuts off the supply. In this case, however, there may also be an accumulation of petrol which has leaked into the undershield and the fan would tend to blow the fire back into the car. On the whole, I think it would generally be safer to stop everything till one could determine what was happening.

The Hydraulic Clutch.

But, after all, fire fatalities are really so few that it would be a pity to give the impression that they are a serious risk in motoring. After all, we all not only insure our houses, but take reasonable precautions against cinders falling out, gas-jets setting fire to curtains, and so on, without any feeling of being in deadly peril at every instant. There is no reason why a discussion of anti-fire precautions should make us feel that we are in peril every time we go out driving.

A more agreeable subject is the steady progress being made towards the elimination not of the gear-box, but of the troubles too often attendant on its operation. The other day I mentioned the Millam free-wheel and sprag, an admirable invention which can be fitted to any car and which enables anyone to play with the gear-lever anyhow while driving at any speed.

In some quarters there is a prejudice against the sprag because of the troubles which used to be caused by sprags in the very early days of motoring. The Millam sprag device, however, is really not open to these objections, and I shall be surprised if it does not come into very general use in the next few years.

Now the Daimler Company have introduced on their "double-six" models a device which almost

eliminates both the ordinary clutch and gear-changing. It is being popularly called a "fluid fly-wheel"; in reality it is a hydraulic clutch operating automatically.

Very briefly, it consists of two rotors moving in a casing filled with oil. At low speed they can move quite independently, but as the speed increases the oil offers increasing resistance so that the one has to move with the other, and finally does so with hardly any "slip." The one rotor, of course, is driven by the engine, while the other drives the transmission shaft, thus giving the effect, in a sense, of an "infinitely variable" gear and at the same time of a clutch which cannot be severely engaged.

Naturally, there must be some small percentage of slip at speed, but unless a car is under-engined this should be negligible, and in any case it cannot be of importance with such cars as the 30 h.p. and 50 h.p. Daimlers.

On the whole, we seem in a fair way soon to get rid of those drawbacks which Levasseur himself remarked when he designed the first gear-box, and frankly admitted its "brutality."—Ex.

A BUSINESS BUILDER.

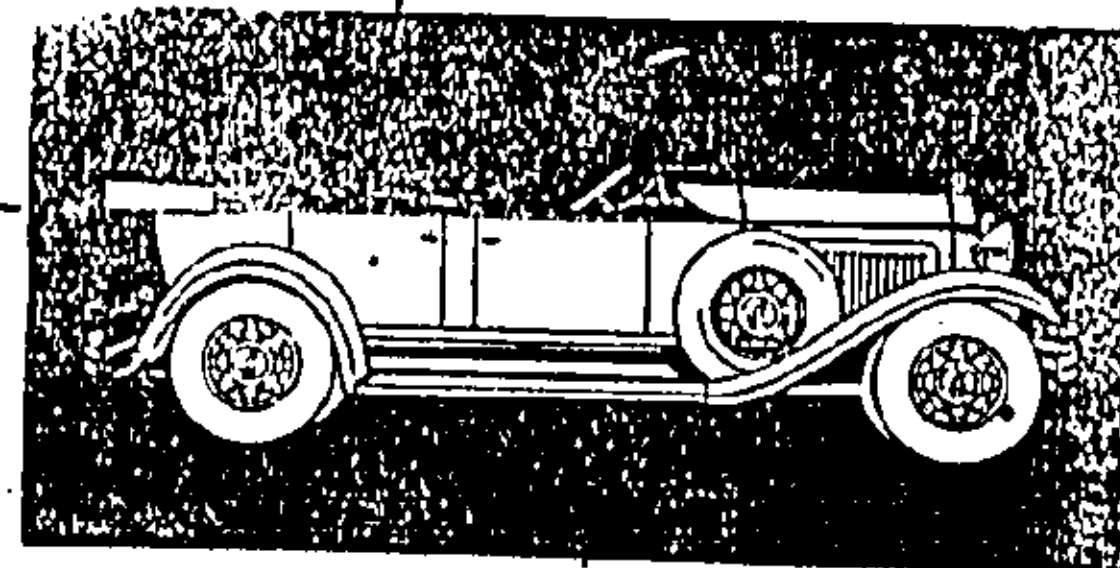
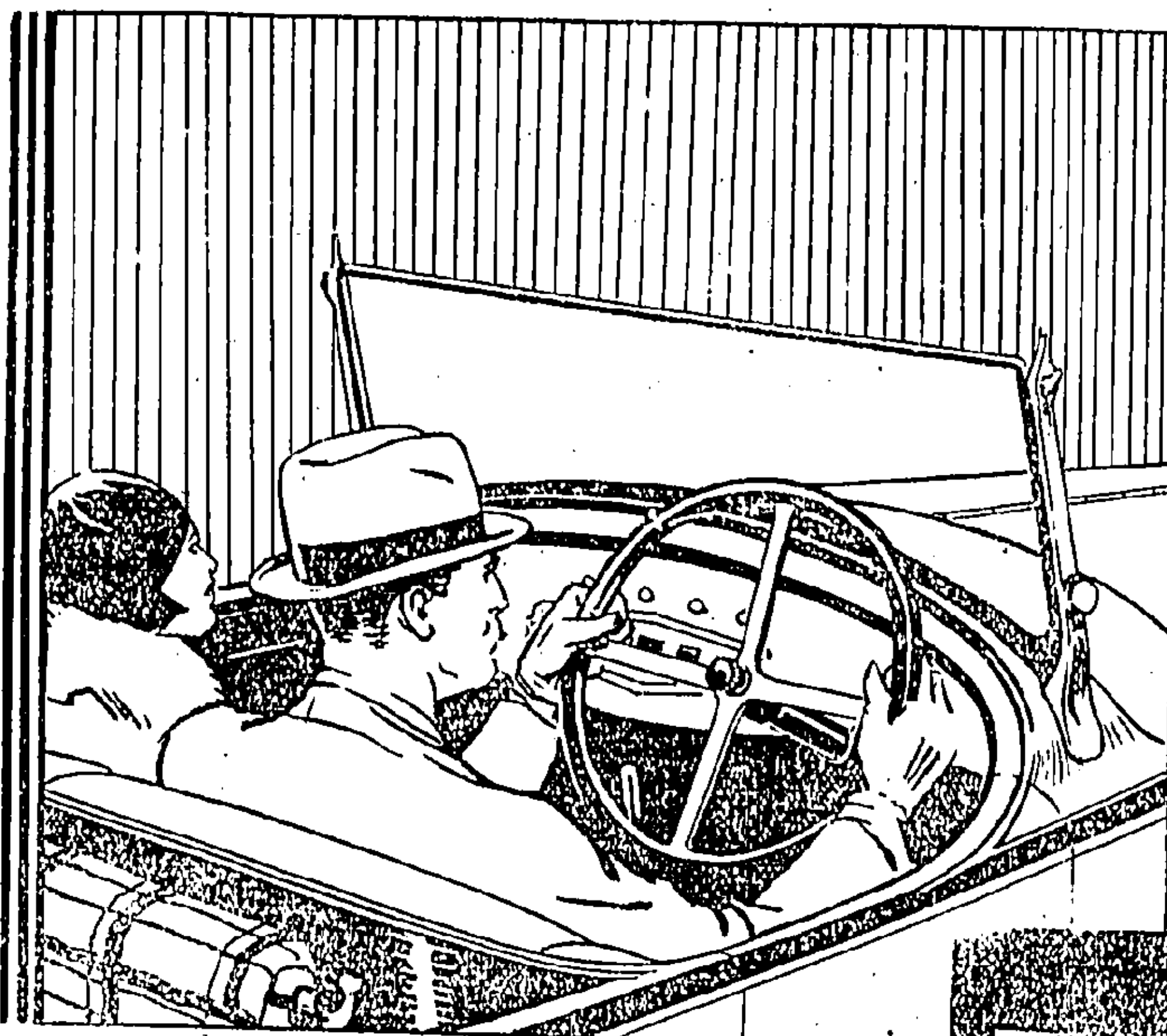
The first rigid six-wheeled commercial vehicle built by Guy Motors, Limited, was put into service four years ago in Britain. Since that date the use of six-wheelers has spread with great rapidity until some of the largest users in the country are using this type.

Messrs. Allen & Hanbury, Ltd., who adopted the principle some 2½ years ago, have been operating Guy six-wheelers in competition with other makes of four-wheelers, and they have issued figures which show a decrease of over 70, in the cost of every mile run by their Guy six-wheelers as compared with the competitive makes of four-wheelers.

Large quantities of these vehicles have been shipped all over the world for use in cross-country work as well as on hard roads, and such important users as His Britannic Majesty's War Office and the Government of India, the New Goldfields of Venezuela, the Burmah Oil Co., Ltd., etc., have sent large repeat orders for Guy six-wheelers.

Beautiful design

Ease of Control—Remarkably Low Prices



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There is now no price barrier to the smoothness, power and speed of the patented double sleeve-valve engine. Thousands of new owners may now enjoy the advantages of this superior engine at a cost no higher than that of many less modern motors.

The 1930
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70"B"

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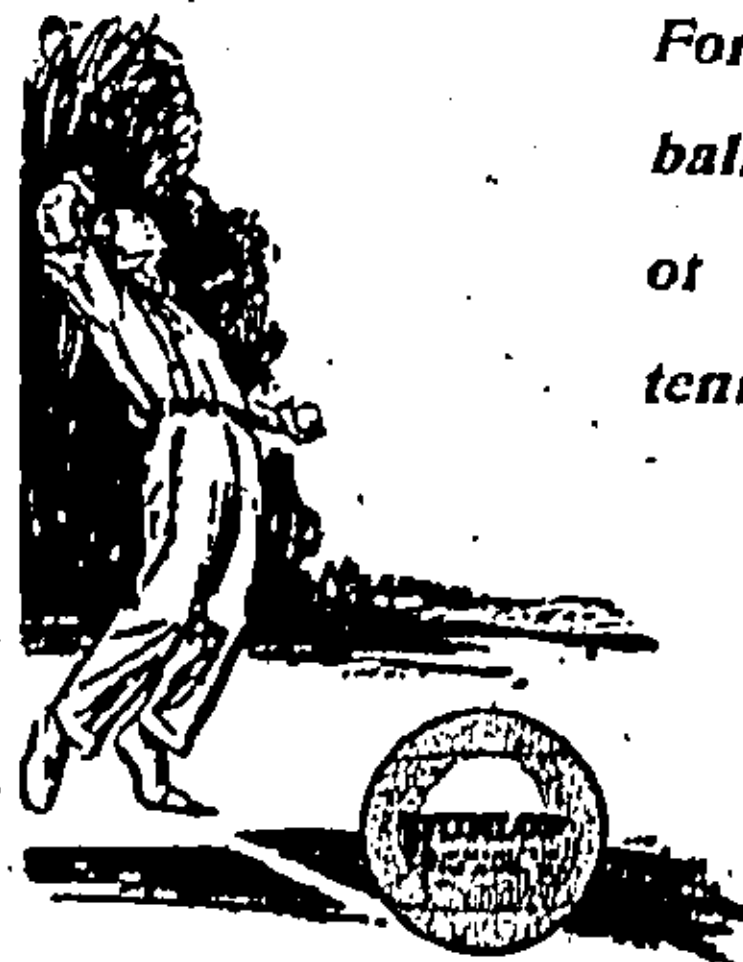
132, Nathan Road, Kowloon.

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PROOF!!

In the Davis Cup, out of 22 Countries entered to date, 16 have decided to use the DUNLOP Ball.

For better Tennis, — PLAY DUNLOP, the ball which has to its credit the largest number of tennis successes ever achieved with any tennis ball.

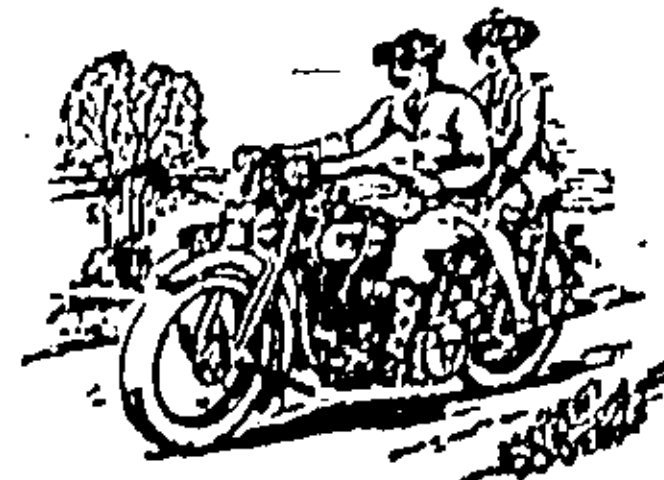


\$10.50 per dozen (Retail) at all Stores.

Lower rates for Clubs' Tournaments.



WORLD'S DID FOR SPEED. — Over sixty cars, including many continental entries, took part in the Junior Car Club's "Double Twelve" Hour Race which commenced at Brooklands, Surrey, May 9, and concluded on May 10, the race continuing for twelve hours each day. The final was a Triumph for British cars, the first four places being taken by British cars. Capt. Wool Barnato, the winner, at the wheel of his Bentley.—(Sport and General).

1930 HARLEY DAVIDSON
NOW ON DISPLAY

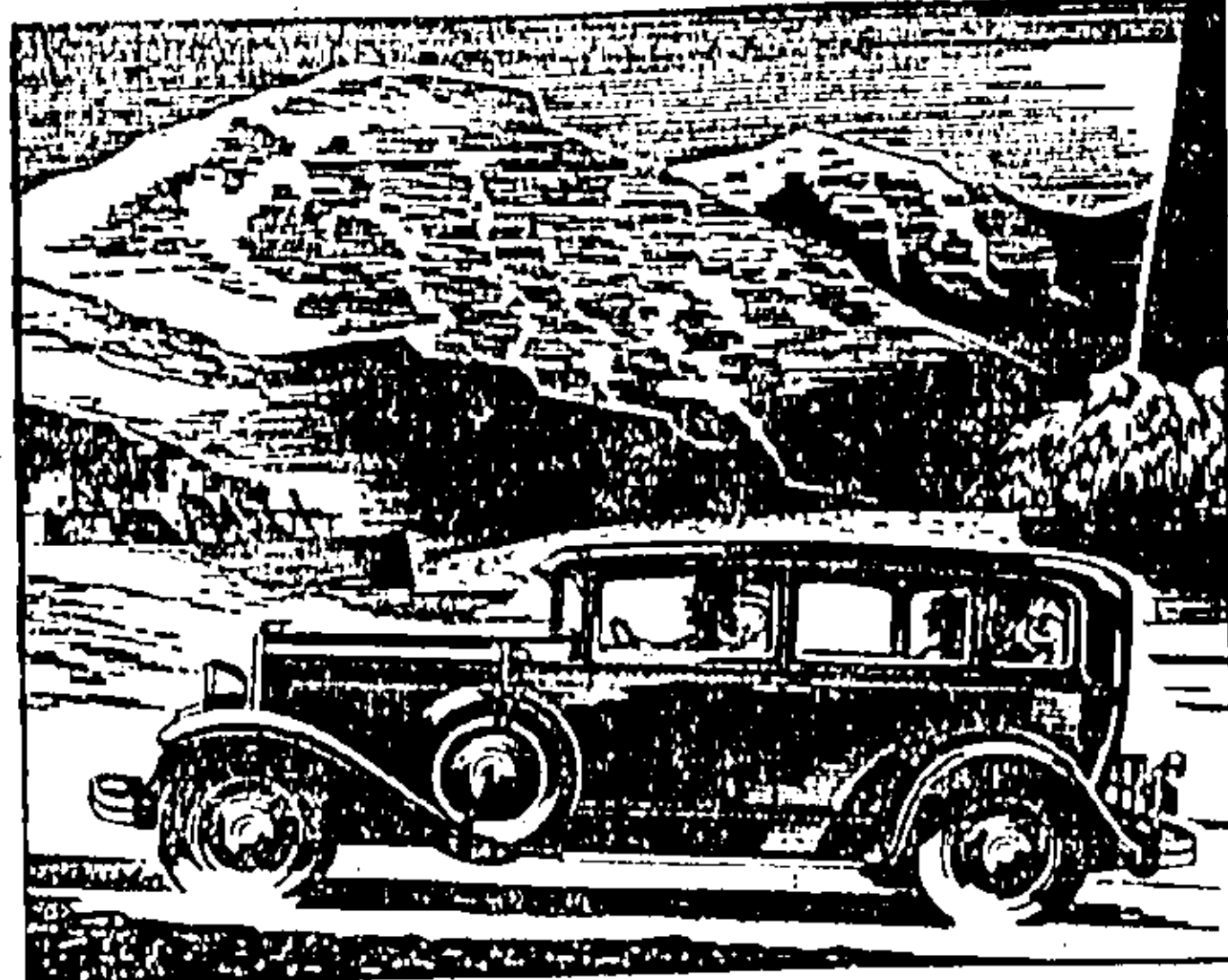
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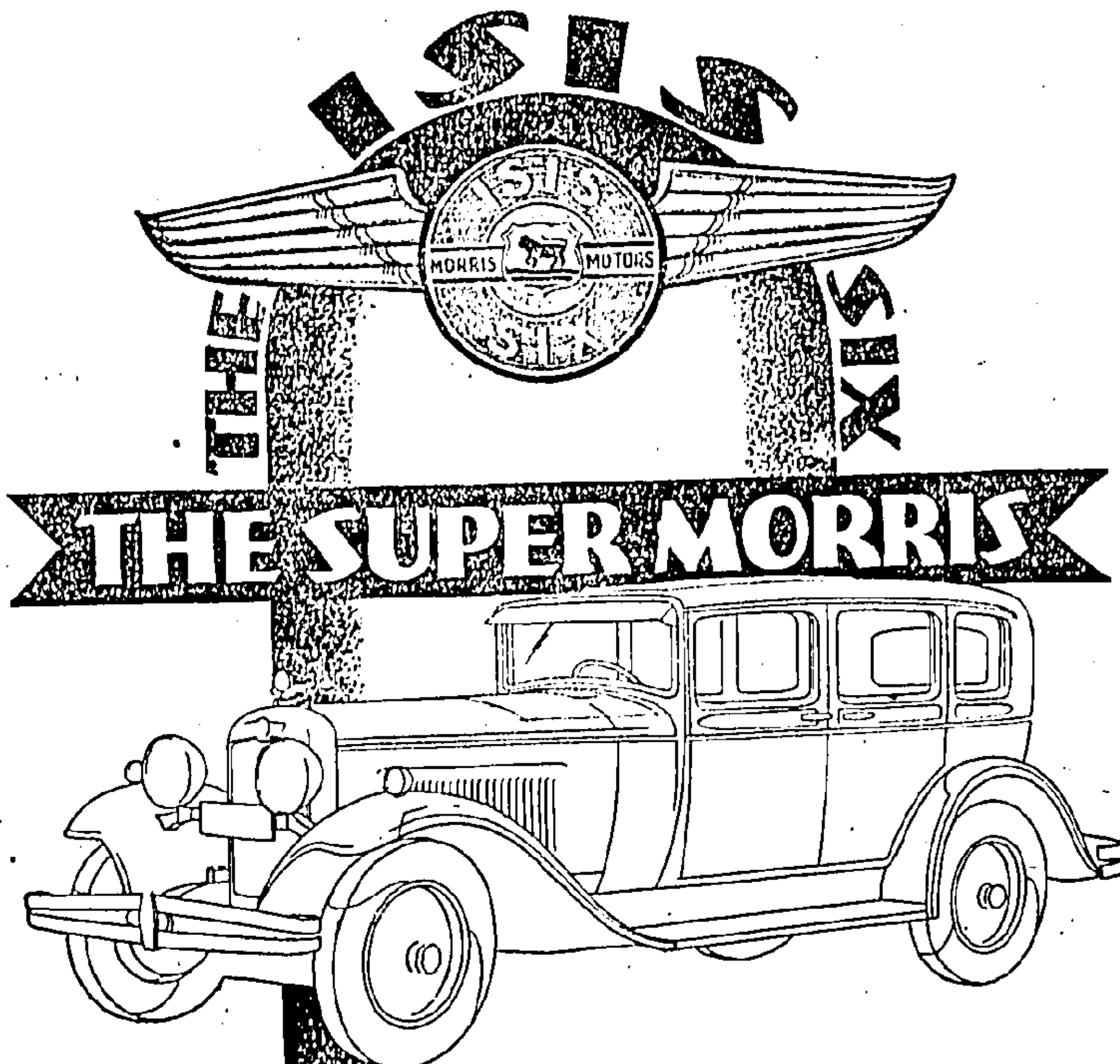
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Important technical features

18 h.p. (R.A.C.) engine,
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both statically and
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6 to over 60 on top.
Overhead valves with
pant-roof, anti-knock
head.
Light, non-kick steering.
Triplex glass.
Body low hung, but with
ample clearance.
Over 20 m.p.g.

THE 1818 SIX may well be described as the Super Morris. The body and chassis are built together in a one-piece creakless unit. Every pedal, lever and switch is so light and so conveniently placed that you have the utmost control at speed. You have the famous Lockheed hydraulic brakes. You have springing that eliminates all road shocks. And look at the bodywork itself—

The magnificent British coachwork—finished in real cellulose lacquer, in colours chosen by experienced artists—allows ample room for five. Four wide doors give easy entrance. The front seats, pneumatic cushioned, are independently adjustable. The whole interior spells comfort and luxury—pile carpet, roof ventilator, and such well-thought-out details as the rear blind worked from the driving seat.

Dipping headlights, double bumpers, stop light and electric windscreen wiper are but a few items of the equipment that comfort and convenience demand.

See this magnificent Morris, try it on the road. Such a car for such a price is indeed a new triumph for Britain's greatest motor manufacturers!

Delivered in Hong Kong.

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CHAIRMAN: SIR WILLIAM R. MORRIS, B.T.

NEW FORD BODIES.

Crowds Visit Bangkok Dock Show-Room.

Bangkok, May 17.
The first presentation of the new Ford bodies at the Bangkok Dock Company's showroom at Pratoo Sam Yod attracted quite a crowd. Visitors who filed into the show-room throughout the morning included several prominent personages of the city.

The new models, redesigned along ultra-modern lines, have a distinctively refreshing appearance, with the beauty and charm of contour, line and proportion usually associated only with custom coachwork and large cars. Bright colours bring lustre to their smart transformation.

General interest has been greatly focused at the new Ford bodies, so much so that a convertible cabriolet was even sold to a customer before he had looked at the car, according to the company official. Two or three other machines have already been booked.

Besides presenting the new models, Mr. R. H. A. Capell, sales manager, announced the introduction of an efficient modern business service for the convenience of Ford owners—Owner Service, and the scheme for renting out to Ford owners at a specially low rate a car, while their own are being repaired in the garage. With regard to the Owner Service, the owner may have his car inspected, cleaned, greased, oiled and minor repairs made for a flat charge of Ten, 8 per month.

Embellishment of body lines of the new Ford constitutes the chief advance over the Model A introduced two years ago. Changes that have been made tend wholly towards an increased beauty in the car of low-priced range. The new models retain the same chassis and engine as were adopted when the Model A appeared two years ago, no mechanical change being made because of the satisfactory performance it has been giving.

The entire front of the Model A is raised in proportion to the new body types. Moulding treatment is new, and fenders are of more generous dimensions, flowing with the lines of the car. A new treatment in the contour and sweep of the bodies, with a graceful forward-pileh, gives the impression of fleetness. Every line from the flat radiator cap to the tip of the low, graceful curve of the rear fender is new, clear cut and extremely smart.

Rustless steel is used for radiator shell, headlamps, hub-caps—all are bright and shining. In this rustless steel the chromium is not on the outside, like a thin veneer, but is alloyed with the iron. Moisture, whether from water or steam, will not rust it. And its silver gleam is not plate. It exists all the way through.

Perhaps the most striking change to catch the eye is the new radiator. Still retaining the Ford individuality, the contour of the shell is extremely attractive, blending beautifully with the new fender lines and other changes. The top follows somewhat the lines of the old shell, with narrower lines down each side, which curve into a juncture at the starter opening in the centre of the lower section. The smart effect is heightened by a sturdy tie rod, finished in black enamel, which rises in a graceful arch from each fender. It supports the licence bracket, and the headlights, which are higher than before.

Additional strength has been built into the body by the construc-

tion of the cowl, the sides of which extend in one piece up along the windshield pillar to the roof line. Not only does this give sturdiness, but it reduces the possibility of squeaks.

A sturdy compact design of the wheels has been produced. They are smaller in diameter and consequently nearer the road. As before they are made complete, in one piece, all of the steel spokes being electrically welded to the hub shell and rim. The angle at which the spokes are placed helps to distribute the force of the road shocks and gives greater strength. With the use of the smaller wheel the tyre size has been increased from 4.50 x 21 balloon to 4.75 x 19 balloon. This adds to the comfort of the passengers in a car remarkable for its easy riding qualities.

Although not a new feature of Ford, the non-shatterable windshield equipped with every model will add greatly to the safety of the passenger. At a press preview of the new body types, Mr. Capell obligingly threw an iron nut at the glass. The impact only cracked the brittle material. The glass of the windshield did not break into parts and the cracked glass did not fly in splinters.

The Tudor Sedan is longer, making a roomier rear compartment. Access is easier around the folding seats in front. The rear seat accommodates three passengers with complete comfort.

The coupe is entirely new with lower roof line. The seat, as in other closed cars, is adjustable to a range of four inches adding much comfort to driving. A parcel shelf is provided behind the seat.

The sport coupe, which has a rumble seat as standard equipment, possesses all the lower body lines of the coupe. In addition, the rich gray top material, the rounded rear corners and the landau irons on the rear quarters add materially to the sport lines of the car. The rear window hangs in a heavy curtain that may be opened and attached to the roof above, permitting contact with those in the rumble seat.

The newly designed phaeton has more the appearance of a smart sport car. The sides are higher. Seats are lower, so that occupants sit well down in the car, a characteristic of sport car design. The windshield and its wings fold flat forward. Doors are wider.

Greater comfort and exceptionally good style have been built into the new roadster body. Doors have been widened two inches. The seat has been widened to accommodate three persons comfortably. The windscreen wings fold flat. The top folds compactly and quickly. The luggage space in the rear deck may be converted into a rumble seat compartment.

The town sedan has been designed especially for those who wish the distinctiveness, appearance and convenience of fine car construction. It is of the three window, four door type. The rear seat is provided with arm rests on either side and a centre arm-rest which may be folded into the cushion back when not in use. A flexible robe rail is fitted into the back of the front seat.

The three-window Ford or Sedan is another car of striking individuality, enhanced by the attractive lines of the rear quarter. This car is more commodious than previous designs, having the same interior dimensions as the town car.

The new Ford convertible cabriolet, an all-season car, possesses all the snugness of a closed car when the weather is bad and all the advantages of an open car when the weather is fair.—Bangkok Daily Mail.

ROAD SIGNS.

Intelligible to Foreign Tourists.

Zurich, April 24.
In a circular letter to the Cantonal Governments the Federal Council publish the new road traffic regulations to be observed in Switzerland. As well over a hundred thousand foreign motor-cars pass the Swiss frontiers during every travelling season, special care was taken to make the road signs as simple and as intelligible to foreign tourists as possible.

All red signs mean that roads are totally or partially blocked, whilst the best roads are indicated with blue signs. No more boards with inscriptions are to be used, as many foreigners would not understand them, and a commonly accepted international terminology does not yet exist. Entrances and exits of villages and hamlets where reduced speed is required will be marked with boards bearing the names of the localities. Signposts will be known by their white tops, and bear only the name of the nearest larger place, with the distance given in kilometres. In the cities blue boards mean "parking allowed," and blue boards with a red edge "no parking."

Dangerous curves and crossings will still be marked as such, but other sorts of danger will not be specialised, but simply indicated by an exclamation mark, meaning "Look out!" In order to prevent misunderstandings no advertisements will be allowed to make use of the forms and colours of road signs.

REGISTRATIONS.

U.S. Reports Gain 8 Per Cent. Over 1928.

Reports from State registration authorities to the Bureau of Public Roads, U.S. Department of Agriculture, show a total of 26,601,443 motor vehicles registered in 1929.

The States and the District of Columbia collected in licence fees, registration fees, permits fees, fines, etc., the sum of \$347,843,543. The registration figure includes passenger automobiles, taxis, buses, motor-trucks, road tractors and trailers, and motor-cycles, and represents an increase of 2,008,319, or 8 per cent. over the 1928 figure. The total fees collected represent an increase of \$25,213,518 over the 1928 figure. After deducting \$24,505,737 for collection and miscellaneous purposes, the balance of \$323,337,706 was applied to highway purposes: \$223,292,969 to State funds, \$66,861,364 to local funds, and \$33,183,473 to State and county bond funds.

The ten States having highest registration figures are: New York, 2,263,259; California, 1,974,341; Ohio, 1,776,614; Pennsylvania, 1,733,283; Illinois, 1,615,088; Michigan, 1,395,102; Texas, 1,348,107; Indiana, 866,715; New Jersey, 832,332; and Massachusetts, 817,704.

In percentage gain, the District of Columbia and New Mexico each show 19 per cent. Nevada reports a gain of 16 per cent., Arizona 15 per cent. and Utah, 14 per cent. Four States, Georgia, Maryland, Massachusetts, and Tennessee, each show a gain of 12 per cent. and three States, Michigan, Montana, and Texas, each report an increase of 11 per cent. California, Idaho, Kentucky, New Jersey, and Washington each show a gain of 9 per cent.

ROUND S. AFRICA.

Exacting Test of British Small Car.

Many motorists in our Dominions harbour the impression that the British light car, whilst suitable enough for town work, is no use for their country roads. This was a complaint put recently to the South African agents for Singer cars, who promptly denied it and promised to prove their opinions.

In order to do this, they at once organised a tour by a Singer Junior round the Union of South Africa. A Press-man went as a passenger and it was arranged that the official seal of the Mayor should be obtained at each town or city on the route.

An enthusiastic crowd bid goodbye to the pair at Durban and fled dozens of toy dogs, lions, etc., on to the car as mascots. Then began a run of nearly 3,000 miles, for the most part over roads which would deter the ordinary British motorist. Certain stretches, of course, were good, and the 36 miles from Johannesburg to Pretoria was covered in 43 minutes, the haste being due to the driver's desire to reach Pretoria before the Mayor (and his seal) ceased work for the day.

In other places, however, the conditions were appalling.

The first river encountered nearly submerged the little car, but it got through, for lengths of rubber hoses leading high into the air, had been attached to exhaust pipe and to the air intake. The second river tackled had eight cars abandoned on its banks; some of them had been there for four days! In addition to fixing the hose-pipes, however, the driver and passenger of the Singer wrapped up the sparking plugs and magnets with rags saturated in grease. As the car reached the centre of the stream all that could be seen by the passenger (who presumably used a foot-bridge!) was the driver's head and shoulders and the top of the windscreen. Nevertheless the crossing was made under power and without mishap.

So at last the pair reached Durban. The only trouble experienced in the whole run was a broken spring—due to an execrable patch of road being struck when the car was travelling at 50 m.p.h. In spite of the day's delay which this entailed—for a new spring had to be made—and many other delays caused by the difficulty of finding the various Mayors and obtaining the seals and signatures, the 3,000 miles was covered in 14½ days; and this over some of the worst roads in the Union.

South African motorists, no doubt, have revised their opinions of the suitability of British small cars for their country roads!

GOLD COAST.

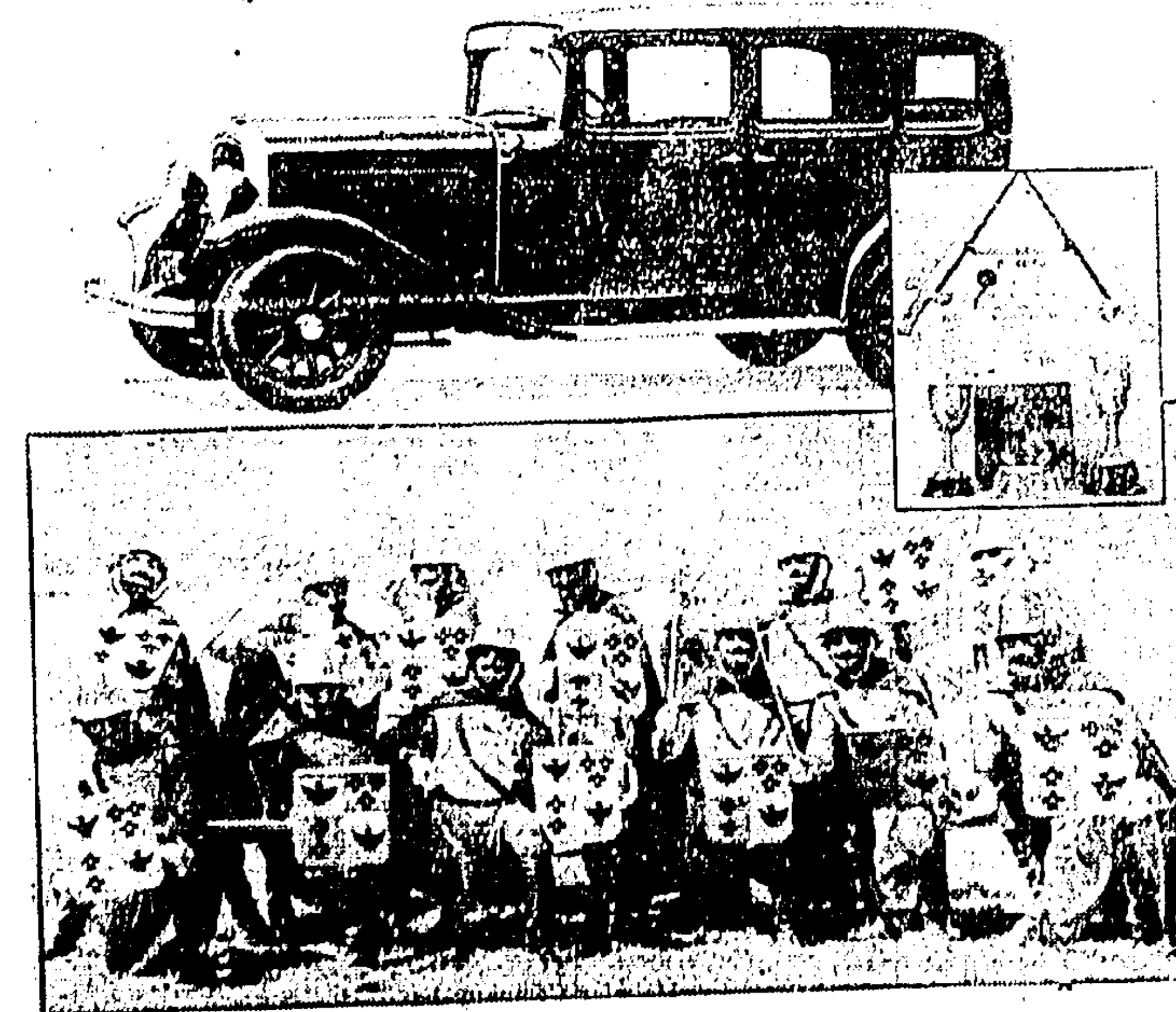
Market for Rubber Tyres.

The Gold Coast is becoming a market of increasing importance to exporters of motor-car, motor-cycle and bicycle tyres, and for the year 1928 total imports of these goods amounted to £203,285, as compared with £158,290 in the previous year. The United Kingdom, of course, has the lion's share of the trade, and in 1928 supplied £96,834 worth of tyres, this business representing an increase of nearly £28,000 as compared with 1927. Our principal competitors are France and the United States, and it should be noted that whereas French supplies of tyres declined in 1928 by about £11,000 to £55,463, supplies by the United States more than doubled at £42,896.

It is estimated by dealers in the Gold Coast that a set of tyres on trucks last, on an average, from 5,000 to 6,000 miles, while those for passenger-cars will wear from 3,000 to 5,000 miles. Most cars are owned by the natives, and overloading and continuous night and day running, combined with the poor conditions of the roads, excessive heat, and improper inflation all tend to shorten the average life of a tyre. It is considered, according to the American Trade Commissioner at Accra, that the average passenger-car in the Gold Coast requires three complete sets per year, and that the average lorry or truck needs five sets of tyres.

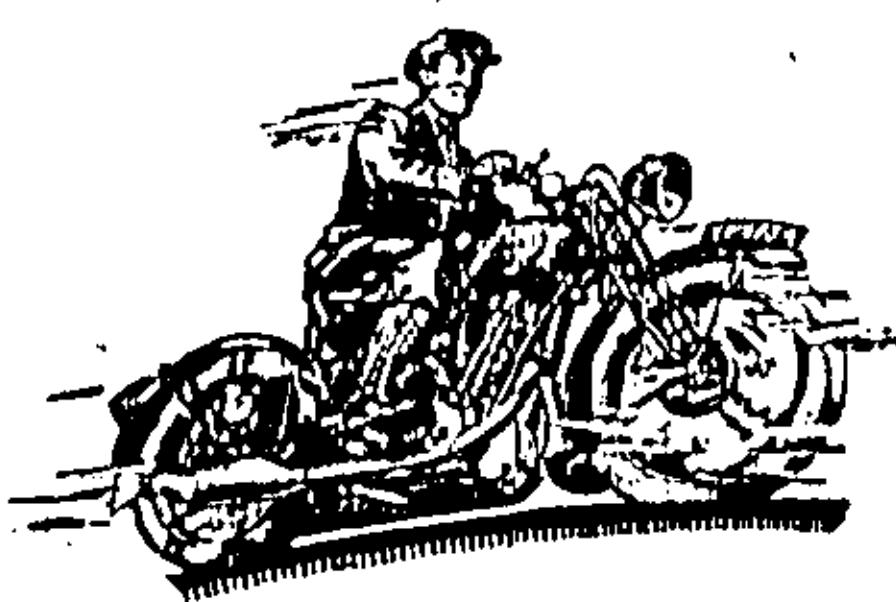
Nearly all the tyres sold in the Gold Coast are inch tyres, and it is interesting to note that no less than 99 per cent. of the passenger-cars in the Colony are equipped with balloon tyres, and that with the exception of an American light lorry, high pressure tyres are used on all the motor-lorries. The conservative nature of the Gold Coast native is very favourable for the maintenance of Britain's paramount position in this market. The native is the largest purchaser of motor-vehicle tyres, and when one makes of tyre has satisfied him. It is almost impossible to sell him any other make, even though it is cheaper in price.—London Chamber of Commerce Journal.

De Soto Warriors Win Prizes.



This band of masqueraders recently advertised De Soto motor cars in a novel way in Port of Spain, island of Trinidad, B. W. I., during a recent carnival in that city. The three prizes awarded the warriors are shown in the inset.

Greater Strength—Greater Safety—
Greater Comfort—Greater Value



RIDE ON A BACKBONE
OF FORGED STEEL
WHICH CHARACTERISES
1930

B. S. A.

1930 B.S.A.s with inclined engine now have a frame with a backbone of Forged Steel, giving super frame strength and rigidity. That is just one of the features which help to make 1930 B.S.A.s bigger value than ever. Others include: finger adjustment to both brakes, clutch, and fork shock absorbers; hinged rear mudguard and low-lift, spring-up stand; new wide-flare front mudguard, etc.

Come and inspect the New Models in Stock.

THE SINCERE CO., LTD.

SOLE AGENTS.

BUYERS' GUIDE

MOTOR CARS

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BEAN.—Lane, Crawford, Ltd.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30223.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHRYSLER.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.
CITYNO.—Lane, Crawford, Ltd.
DE SOTO.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.
DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. 25644.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.
FORD.—Wallace Harper & Co., Ltd.
HILLMAN.—Lane, Crawford, Ltd.
HUBER.—Lane, Crawford, Ltd.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30223.
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30223.
PLYMOUTH.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.
PONTIAC.—The Oriental Motor Car Co., 66, Queen's Road C. Tel. 20406.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
VAUXHALL.—Lane, Crawford, Ltd.
WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR TRUCKS AND TRACTORS.

BEAN.—Lane, Crawford, Ltd.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.
FORD TRUCK.—Wallace Harper & Co., Ltd.
FORDSON TRACTOR.—Wallace Harper & Co., Ltd.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30223.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27707.
HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon. Tel. 55242 & 57804.
HUMBER.—Lane, Crawford, Ltd.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Road C. Tel. 25644.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30223.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
MICHELIN TYRES.—Goeke & Co., China Building. Tel. 22221.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

TWO NEW SINGERS.

It is announced from Coventry that two new Singer cars, described as Light Six de Luxe models (a Coupe and a Sedan), have recently been introduced.

Actually the general specification is similar to that of the standard Light Six cars. The de Luxe models, however, have a number of refinements, amongst which may be

mentioned servo operated brakes, a dash board petrol gauge, a radiator thermometer, new shape louvers and a roof ventilator, a bulb horn in addition to the electric horn, rubber pads on the brake and clutch pedals, etc.

A very smart appearance is lent to the car by the use of a higher radiator and headlamps. A new range of colour schemes, too, has been standardised for the de Luxe

ROAD TRAFFIC.

The Importance of Co-ordination.

Mr. H. Morrison, Minister of Transport, had a congenial task before him at the Institute of Transport dinner, when he spoke to the toast of that body. Mr. Morrison claimed that the present Government had a particularly firm grip of transport problems. Others may possibly wonder whether the firm grip is really capable of being exerted, in this or other directions.

The Minister's remarks were largely occupied with the Road Traffic Bill and with Part V, which related to co-ordination, and which he hoped ultimately to see passed. He hoped that during the present year the Royal Commission would present their final report, dealing with the co-ordination of the various forms of goods and passenger transport, and he thought the machinery the Government was establishing would have a direct bearing on any recommendations put forward by the Commission. Under the licensing system set up by Part IV of the Bill the authorities would be able to take a broad view and ensure that any system enjoying the benefit of the Nation's capital invested in roads should perform a public service of definite value, instead of being merely competitive.

It is, of course, easy to make use of such happy terms as "the co-ordination of transport." It is a very difficult matter, however, to determine how co-ordination shall be carried out. It is not easy to define the limiting conditions which shall decide whether freight, for instance, shall be hauled by road or rail, as factors difficult to appraise, such as door-to-door service, are bound to be brought forward.

Similarly with passenger traffic; although many view with disapproval the long-distance motor-bus services and consider them to be really redundant, there is no doubt that to a section of the population they are attractive, as combining transport with an outing of a kind the railways do not offer. Some regard must be given to such opinions in a country so accustomed as ours to the free enjoyment of reasonable pleasures.

The toast of "The Institute" was replied to by Sir Josiah Stamp, the President, who referred to the pleasant relations which existed between the large transport interests and the Ministry.

Sir Henry Maybury proposed "The Guests" replied to by Sir William Bragg and Sir H. Jackson, who both spoke on the modern tendency to link up commerce with science.

Sir William Bragg especially remarked upon the value of contact of men in different spheres, with one another. Such contact often led to adaptations resulting in important developments quite unthought-of in connection with a particular research. For this reason, men should accustom themselves to look at what was being done round them, and not keep altogether to their own groove.—Engineering.

BRITISH CARS.

Export Increase and Import Decrease.

In spite of the decrease of just over a thousand in the number of new motor vehicles registered during last December, as revealed in the Ministry of Transport's latest returns, the production of British cars and commercial vehicles has increased to well over a quarter of a million, according to the 1929 estimates of the Society of Motor Manufacturers and Traders.

One reason for this is the big advance in British motor exports. For during 1929 Britain's exports went up by more than £1,100,000, while imports decreased by £395,423. Although there was a slightly smaller number of new registrations at the end of the year therefore, the decrease represents a falling-off in the sales of foreign cars and there has actually been an increase in British car sales.

Another reason for the fewer number of cars bought in December is that the severity of last winter caused many prospective motor owners, anticipating similar conditions this year, to postpone buying their cars until the spring.

The total number of motor vehicles in the country is about a million-and-a-half compared with 1,307,000 in 1928, so that while there may be fluctuations in the increase from time to time the numbers are steadily growing.

It is estimated that the motor industry employs directly about 270,000 people. The export trade is improving steadily, the figures for 1929 showing an increase of 30 per cent. over those for 1928.

models, one colour finish being employed in place of the two-tone scheme on the Light Six type. Black, blue, dark green, chocolate brown and dark maroon finishes are all available and in each case the wire wheels are painted to match the contrasting colour of the wheel line.

ROAD COSTS.

Britain Must Spend Less.

While it can hardly be denied that rapid transport is essential to the life of the modern community, it may be suggested that there is a tendency to carry the doctrine to excess in Britain. Expenditure on road works in the neighbourhood of £30,000,000 per annum is accepted almost without comment, and the prospect of further increases appears to worry no one, but the motorist, who suspects that such increases may come out of his own pocket. At the present time, the only country possessing roads comparable with our own is the United States, and it need hardly be pointed out that that nation is free from the financial embarrassments which threaten to overwhelm the taxpayer in Britain. Each year, the arrival of spring stimulates a feeling of optimism in the breasts of the trade prophets, and the present year is no exception in this respect. It may be suggested, however, that the surest indication that the end of our financial troubles was in sight would be a reduction in income tax, and until this actually materialises, a diminution rather than an increase in the expenditure on highway construction might well be considered. A regular allocation of £50,000,000 per annum would ensure that our road system is in no danger of decay, while permitting a policy both of widening important traffic arteries at essential points, and constructing short lengths of new roads to form by-passes.

A Ruling Principle.

The allocation of funds to the most important work is, no doubt, already a ruling principle with the Ministry of Transport, and if the available money were rationed as strictly as in the case of the fighting services, it is unlikely that any particular difficulty would occur in deciding how it was to be employed to the greatest advantage of the country as a whole. Careful statistics of traffic growth at a large number of key points have been kept by the authorities for some years past, and form the subject of a report recently issued by the Ministry under the title of the Road Traffic Census, 1928. The results of a special census, taken between March, 1928, and April, 1929, are also included. The special census was taken at 24 selected points over the whole 24 hours, and at certain points the records embraced the traffic passing during each hour, day or night.

Taking the country as a whole, the approximate number of motor vehicles licensed has grown from 873,700 in 1921 to 2,036,000 in 1928, an increase of 133 per cent. in seven years. Of these, approximately four-fifths are cars taxed on horse power or motor cycles, the most rapid growth having been in the former group. It is improbable that a slight deterioration in the quality of our road surfaces would discourage more than a small percentage even of private motorists from using their cars, and, in fact, the present outcry against the conditions on the roads is directed mainly to the inconvenience arising from congestion. Actually, as brought out by the census report referred to, the latter occurs only at relatively few points, and were these centres of congestion removed by road widening or the provision of by-passes, as is already contemplated, the roads as a whole would be capable of handling the probable increases in traffic for at least a decade to come. At the present time, however, large sums of money are being expended not only in maintaining the existing high standard of surfacing, but actually improving upon it, and it, as appears evident, economies must be effected, they might well be made in this direction.—Engineering.

310,000 MILES.

Record of Duluth Ford Car.

The facts in the following statement of Ford service are authenticated by the Lord-Fisher Company, Ford dealers in Duluth, Minnesota: Ford Motor Company, Detroit, Mich. Gentlemen:

An article in the Ford News states that someone has driven a Model T Ford over 100,000 miles since 1914.

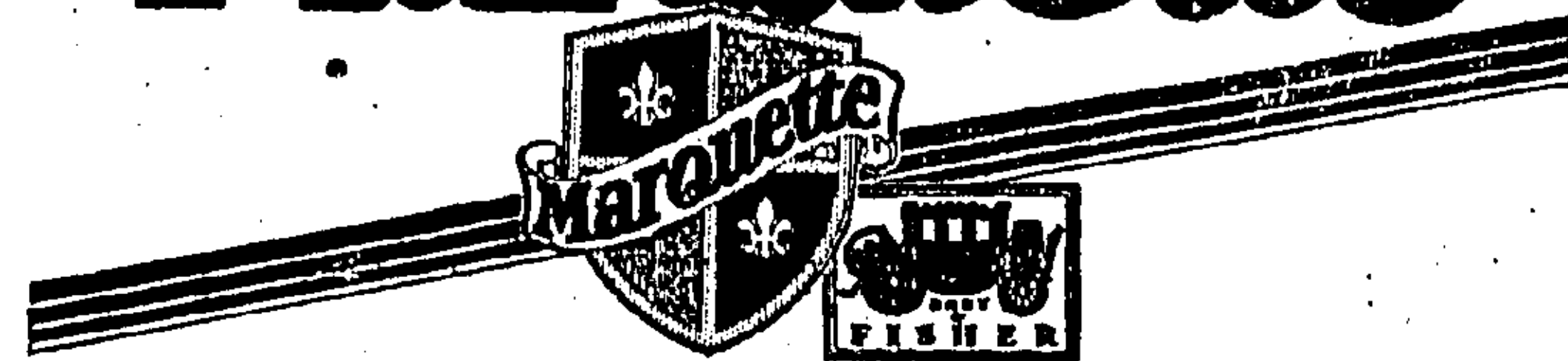
I have driven a Model T Sedan since 1923 more than 310,000 miles, have worn out two speedometers and scores of tyres. The engine is the same as it was when I bought it from the dealer, with the exception of two ring seals for valves.

I have been careful to see that my car was lubricated at all times, which proves that a car made with the best of materials, given the best of care, will serve miles and miles.

I am a salesman and have to cover a large field, and can depend on the Ford to take me there and get me home.

Yours very truly,
(Signed) J. H. DAVIS.

Marquette



**BUILT BY BUICK
BODY BY FISHER
A GUARANTEE OF EXTRA
VALUE**

"Built by Buick"—only the Marquette in the moderate-price field can offer that priceless recommendation. This remarkable new six provides in every feature the unstinted goodness that has forever established Buick in the public mind as a master builder. Extra quality is everywhere—to provide extraordinary brilliance in performance, unfailing dependability in service, and unlimited satisfaction in ownership.

On its staunch and sturdy chassis the Marquette carries closed bodies by Fisher—the latest expression of the artistry and craftsmanship of the world's greatest body builder. Smart, low-slung lines—the last word in modern good taste. Interior and exterior finishes of pleasantly blending colors. Telling and appointments of exceptional quality and completeness. And such value

features as a remarkable new non-glare windshield, to be found on no other automobile; adjustable driver's seat; and beautiful new rubberized mohair upholstery, waterproof, dustproof and wearproof—shown for the first time on Marquette.

The great resources and unparalleled facilities of Buick and Fisher have combined to provide a greater measure of extra value than any car of comparable price offers.

At the first opportunity see and drive the Marquette. Check every feature, make every test.

The Marquette is easy to own. Talk to your dealer about it. You will be surprised at how economically you can buy a Marquette on the liberal G. M. A. C. terms.

BUICK MOTOR COMPANY, FLINT, MICHIGAN
Canadian Factories Division of General Motors Corporation
McLaughlin-Buick, Oshawa, Ont. Builders of Buick and Marquette Motor Cars

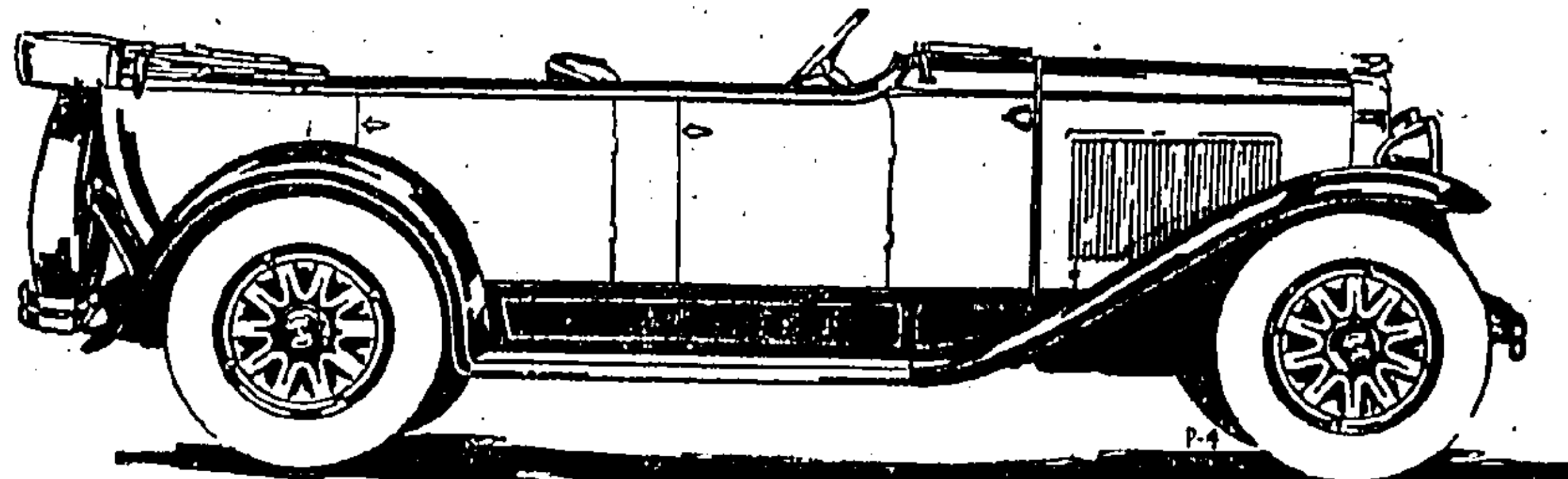
THE DRAGON MOTOR CAR CO., LTD

Telephone 30228.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

COMPARE its mechanical features with
those of any other low-priced six.



1. A 200 - cubic - inch L - head engine.
2. The Harmonic Balancer.
3. The G - M - R cylinder head.
4. The cross - flow radiator.
5. Automatic temperature control.
6. Fully counter - weighted crankshaft.
7. Airplane type interchangeable bronze - backed main bearings.
8. A 1 1/4 - inch carburettor with internal economizer and accelerating pump.
9. Gasoline pump, introduced by Oakland.
10. Patented expansion - type piston pins.
11. Full - pressure lubrication.
12. Crankcase ventilating system.
13. Internal - expanding four - wheel service brakes of the most efficient type.
14. Special moulded, brake bands. Positively no squeaking when stopping.
15. Coincidental ignition and transmission lock.
16. Individually mounted instruments, including gasoline gauge.
17. Foot - controlled headlights.
18. Small wheels with ten massive spokes.

A most convincing method of testing Pontiac's value is to compare the mechanical features of the Pontiac Big Six with those of other cars in its price field. Here are 18 of these features—each one an important factor in Pontiac's long life, dependability and big car performance. Put them side by side with the mechanical features of any car selling for less than \$31,100. The more familiar you are with automobiles and their construction, the more quickly will such a comparison cause you to recognize the exceptional value offered by the Pontiac Big Six.

PONTIAC

Product of
General Motors

BIG SIX

THE ORIENTAL MOTOR CAR CO.

353 - 7, Hennessy Road.

Telephone 20406.

FOR THE BEST SPORTING GOSSIP,
SHARE QUOTATIONS AND NEWS.
READ
The China Mail
Established 1845.

Hongkong Sunday Herald.

號八月六年十三百九千一英 HONG KONG, SUNDAY, JUNE 8, 1930. 二十月五年午庚 國民華中

YOU HAVE RELATIONS OR FRIENDS
ON LEAVE.
IT IS ONLY FAIR THAT YOU
SHOULD KEEP THEM INFORMED
UPON THE CURRENT EVENTS IN
THE COLONY.
SEND THEM
THE OVERLAND CHINA MAIL.

KIDNAPPED BRITONS

Released by Wild Tribesmen.

LADY ALSO FREED.

Quetta, Yesterday.
Major Farley together with Captain and Mrs. Frere were motoring in two cars driven by Indians when they were held up by a barricade of rocks. The cars had hardly stopped when raiders fell on the occupants and carried them off, on camels, across the Afghan frontier to a village, twenty miles from Chaman.

Immediately on receipt of the news Police and troops were rushed to the spot but they were unable to overtake the raiders before they crossed the frontier.

It is reported that the prisoners are being considerably treated and at present there seems no reason for anxiety as to their safety. The local Chief Hakim of Spinbaldak has gone with a body of Afghan troops to negotiate with the raiders, and it is hoped that the kidnapped will shortly be released.

It is believed that the outrage is in retaliation for the arrest of certain members of the Achakzai tribe resident in British territory.

Major Farley and Captain and Mrs. Frere have returned to Chaman safely.—Reuter.

Sholapur Riots.

Sholapur, Yesterday.
At the Supreme Court to-day sentence of death was passed on four Hindus who were found guilty of murdering two Moslems, members of the police force, during the recent riots.—Reuter.

[A cable dated Friday stated:—A dramatic climax has been reached in the conflict with wild tribesmen on the North West Frontier. To-day, whilst they were driving along the Quetta-Chaman Road, Major Farley and Captain Jasper Gray Frere, D.S.O., accompanied by his wife, were surrounded by Achakzai raiders. Their car was held up and they were forced to alight and accompany their captors to the mountain fastness. Afghan troops despatched from Kabul are endeavouring to secure their release.

Captain Jasper Frere, who was born in New Zealand, is the fifth son of the Rev. Hugh Corrie Frere, Rector of Norfolk, and was educated at Trinity College, Glenamond, and Keble College, Oxford (Classical Scholar). During the War he enlisted with the Suffolk Regiment, was Corps Machine Gun Officer, and in 1919 was sent to India with the Machine Gun Corps. He took part in the operations at Waziristan in 1920, and was promoted Brigade-Major, 9th Indian Infantry Brigade, in 1921 and temporary Brigade-Major in 1923. From 1923-26 he was Adjutant 1st Batta. the Suffolk Regiment, and until 1928 was in charge of the Staff College at Camberley. He was decorated with the Military Cross for distinguished services during the War.]

"SWORN" SISTERS.

Woman Who Stole a Husband's Love.

SEQUEL TO FIGHT.

Two Chinese married women, of 13, Winslow Street, had a quarrel over some unknown cause, which ended in one assaulting the other. Both appeared before Mr. T. S. Whyte-Smith at the Kowloon Magistrate's yesterday, one as the complainant and the other as the defendant.

The former had her head bandaged, and alleged that the latter hit her with the broken leg of a chair. A doctor's certificate that complainant had "three stitches, and it cost \$20."

Thief of Love.
Complainant held that the fight was over the payment of \$180 to defendant's mother, while, on the other hand, defendant accused complainant of stealing her husband's love!

His Worship ordered the defendant to compensate the complainant with \$20, or go to prison for three weeks, while both parties were bound over in the "hands of peace for six months."

His Worship described their behaviour as disgraceful, seeing that they had told him they were sworn-sisters and neighbours!

CAROL TO BE KING?

Renegade Prince Returns to Roumania.

CABINET MEETING.

Populace Excited Over His Possible Ascension.

Bucharest, Yesterday.
Will the ex-Crown Prince of Roumania, Carol, be induced to take the Throne of his country? This question is the burning topic of the day in the Capital, where people of all classes are tremendously excited over the sudden arrival of the Prince.

It was first learned at Budapest that Prince Carol was on his way to the country. He arrived at Cluj, Transylvania, last night by air mail. Dramatically donning the uniform of a General in the Roumanian Army, he entered a car that was awaiting him and drove at full speed to Bucharest. He arrived at the City two hours later and proceeded straight to the Royal Palace.

The Queen Absent.
To his disappointment, his mother, H.M. Queen Marie, was not at the Palace, having crossed the frontier at midnight in order to witness the Passion Play at Oberammergau. Instead, he was received by the Minister of the Interior M. Duca.

Later, Prince Carol had an interview with his brother, Prince



Prince Carol.

Nicholas, and the Prime Minister, M. Maniu, both of whom are members of the Regency Council, which is governing the State during the minority of King Michael I.

The conversation lasted for several hours, at the conclusion of which the Premier called an emergency meeting of the Cabinet, which considered the question raised by the ex-Crown Prince's return. A few hours later the Regency Council met, presided over by the Premier, and attended by several members of the Cabinet. It is not known whether Prince Carol was invited to return to Roumania, or whether he did so on his own initiative.—Reuter.

Queen Kept In Dark.

Berlin, Last Night.
According to a report which has reached here from Bucharest, both Prince Nicholas and the Premier, M. Maniu, were aware of Prince Carol's intended arrival. The Queen Mother, however, was not taken into their confidence, and proceeded to Germany fully unaware that her son was on his way to the Palace.

The National Assembly held a special sitting to-day to discuss Prince Carol's rights to the throne, which were cancelled by law on January 1, 1925.

The belief is expressed in political circles in Roumania that Prince Carol will replace his brother, Nicholas, in the Regency Council.

Army Enthusiastic.
In spite of the excitement caused by this denouement there have been no demonstrations of any kind. In fact, "all is quiet" throughout the country. Prince Carol's return has been received with the greatest enthusiasm by all ranks of the Army, whilst the general public are not in the least surprised and have no doubt whatever that M. Maniu, the Premier, is partly responsible for

V.R.C.

Excellent Programme at Night Fete.

CIVILIANS BEAT ARMY.

The first of the V.R.C. Night Fetes was marred by the wet weather. In spite of this, however, a good crowd gathered to witness an excellent night's sport. Good times were put up in the 50 Yards Free Style (Open to the Colony) which was won by W. Lawrence. The diving was excellent, Ed. da Roza being a deserving winner with 148 1/2 points.

A water polo match between the Civilians and the Army completed the swimming programme. This resulted in an easy win for the Civilians by 5 goals to nil. B. Rasmussen netted three times in the first half for the Civilians, W. Kerr and W. Lawrence adding further points before the final whistle.

Dancing followed the swimming events, the Lyric Orchestra being in attendance.

Results of the swimming and diving are given below:—

50 Yards Handicap (Members):—1st Heat: 1st, C. Figueroa (Time: 31 secs.); 2nd, G. A. Jacks (Time: 28 1/2 secs.). 2nd Heat: 1st, G. Gutierrez (Time: 30 1/2 secs.); 2nd, A. McGrann (Time: 31 1/2 secs.).

50 Yards Handicap (Ladies):—Miss Doris Hunt (Time: 39 secs.). Pillow Fight:—L. A. de V. Soares.

Diving:—Ed. da Roza (148 1/2 pts.); C. Figueroa (131 pts.); G. A. Jacks (128 1/2 pts.); Chik Sin-fook (107 1/2 pts.).

50 Yards Free Style (Open to the Colony):—1st Heat: 1st, W. Lawrence (26 3/5 secs.); 2nd, Pagett (27 secs.). 2nd Heat: 1st, Gittins (27 4/5 secs.); 2nd, Jacks (28 1/5 secs.).

50 Yards Handicap (Boys, 16 years and under):—1st, A. Remedios (37 4/5 secs.); 2nd, L. Remados (38 secs.).

50 Yards Free Style (Open to the Colony—Final):—1st, Lawrence (26 3/5 secs.); 2nd, Gittins (26 2/5 secs.).

50 Yards Handicap (Members—Final):—1st, G. Gutierrez (31 1/5 secs.); 2nd, A. McGrann (32 secs.). Team Race (Open to the Colony)—5 a side, each to swim 50 yards:—1st, K.S.C. (22 2/5 secs.); 2nd, V.R.C. (22 4/5 secs.).

the return of the prodigal.—Reuter.

Ceremonious Welcome.

Bucharest, Yesterday.
Prince Carol arrived privately in a chartered aeroplane at the military aerodrome, where he was ceremoniously welcomed.

His impending return was announced in the Chamber yesterday evening and evoked loud cheers from most of the Deputies.

Two regiments formed a guard of honour outside the Palace in Bucharest, where he was received by Prince Nicholas and met by M. Maniu, Minister of the Interior, and the Chief of Police.

Among the problems demanding solutions is Prince Carol's attitude toward his late wife, Princess Helene, his mother, and little King Michael.

It is understood that Princess Helene does not desire to place obstacles in Prince Carol's way, but is disinclined to resume life together.

Most of the newspapers express satisfaction at Prince Carol's return.

Sudden Rupture.

Paris, Yesterday.
Prince Carol's rupture with Madam Lupescu was rather sudden as ten days ago they were staying at his chateau in Normandy. He informed his friends five days ago of the breach of relations, but it is known that he had long planned a return to Roumania.—Reuter.

King Michael.

Mihal (Michael) I, King of Roumania, was born on October 23, 1921, the son of Carol (now known as Carol Caraiman) and Princess Helene of Greece. He was proclaimed King on July 21, 1927, after the death of King Ferdinand I. (his grandfather). A the King is a minor, there is a Regency Council, composed of Prince Nicholas, the young King's uncle, the Patriarch Miron, and M. Buga, President of the Court of Appeal. Prince Carol is 37 years of age and married Princess Helene in 1921. He endeavoured to secure the Crown for some years, until he renounced the idea and went to live in Paris.

BANDIT OUTRAGE.

American Missionary in Honan Kidnapped.

RETURNING FROM CHURCH.

Peking, Yesterday.
Another outrage against a Missionary has just been reported here. It is stated that a roving gang of bandits held up an American Missionary, named Mr. Clifford J. King, on Sunday, June 1, as he was returning from a service at one of the villages in his district. Mr. King represents the Society of the Divine Word in South Honan.

No further details of the outrage have been received here yet, but it is understood that Mr. King was kidnapped and removed to some unknown destination in the hills. No trace of him has been discovered, although the American Consul is taking active steps in the matter.

It is anticipated that a Note of protest will be sent to the Chinese authorities. It is likely that ransom will be demanded as the condition of Mr. King's freedom.—Reuter.

RICH BEGGAR.

Light Fine for a Hypocrite.

Arrested a month ago for begging, a Shanghai Chinese was released on bail by the Police, with the promise that he would immediately return to the Northern port. He apparently disobeyed the order, and on Friday, was again arrested for mendicancy in Nathan Road, near Austin Road. When searched the "beggar" had over \$100 in Shanghai money on him.

On his appearance before Mr. T. S. Whyte-Smith at the Kowloon Magistrate's yesterday, he was fined \$5 with the alternative of one week's jail. His Worship described the mendicant as a swindler, because he pretended to be poor.

BRITONS WITHDRAW FROM TSINANFU.

(Continued from Page 1.)

Shi to-day. The 3rd Brigade under Hsu Hei-cheung have now massed at Fatschan and will shortly depart from Canton upon the arrival of the chartered steamers.—Canton News Agency.

Hsuechow, Thursday.

It is reported that the Nationalists re-captured Kaocheng on June 3 and Lanfung on June 4, after violent and stubborn resistance on the part of the allied forces.

A message from a special officer of the Department of Publicity confirms the report of the fall of Lanfung, which was taken by the Nationalists on June 4 at 6 p.m.

Another report from Hsuechow under General Ma Hsueh-kuei fought on June 3 in the front column in the attack on Lanfung. The following morning General Ma succeeded in capturing the line between Changchwang and Shuchuan.

Fields Littered with Dead.

According to military circles, the recent struggles on the Lung-Hai front were the fiercest ever fought since the establishment of the Republic, and the main forces of the Kuomintang were pitched against the main body of the Nationalists. Both sides regarded the issue in the light of a decisive factor in the campaign.

After a ten-day encounter, the fields were littered with corpses and wounded. The enemy's wounded soldiers were transported to Shiehchiachwang and Loyang. The transport and ambulance corps on the western section of the Lung-Hai and the northern section of Ping-Hai were kept busily engaged in removing the wounded to their respective quarters.

Military Conference.

Hsuechow, Friday.
Marshal Chiang Kai-shek, who proceeded to Kwei-teh on June 5, where he inspected the fortification on the Lung-Hai front, has returned to Hsuechow. An important military conference will be called at the Hsuechow Field Headquarters on June 7, when among other generals Chen Tiao-

TRAIN BLOWN UP.

Russian Peasants Vent Rage Against Soviet.

PASSENGERS ON BOARD.

Shanghai, Last Night.
The tyrannical oppression of the Kulaks in Eastern Siberia under the Stalin regime has led to a state of seething discontent. On Thursday this accumulated feeling against the Soviet boiled over and revealed itself in an ugly incident.

A horde of revolting Russian peasants and labourers, living on the border to the east of Suifu-ho, approached the main line of the Chinese Eastern Railway and laid a train of high explosives. A passenger and freight train passing up the line on its way to Harbin was blown up.

Owing to the strict censorship imposed by the Soviet authorities, it is not known whether there were any casualties or whether any damage was caused to the train.—Reuter.

Break Down of Telephone.

Harbin, May 31.

Owing to the breakdown or interference with the telephone and telegraph between Harbin and Vladivostok allegedly due to peasant uprisings in the Siberian Maritime province, Mr. Melnikoff, Soviet Consul-General here has gone to Manchuria in order to be able to communicate with Moscow directly. Heretofore the Soviet authorities in Harbin have always communicated with Moscow by way of Vladivostok. It is reported that Melnikoff has received definite instructions from Moscow to communicate in future by way of Chita instead of Vladivostok.—Canton News Agency.

Troops Mobilised.

Hankow, Friday.

Acting under instructions of the Field Headquarters at Hankow, four training regiments of the Military Academy, the 53rd Division and the 22nd Division were mobilised to intercept the insurgents. They left Hankow on June 5 and 6 for Hunan.

The 8th Division under Mao Beng-wen is expected to arrive from Canton at Hankow to-day and will be despatched immediately to the front.

General Hsia Tao-yen will direct all forces in the campaign against the Kwangsi insurgents.

General Hsiao and Mayor Liu Wen-tao of Hankow returned from Hunan to Hankow on June 4, where a military confab was called by General Ho-Ying-ching on the night of their arrival.

The present Hunan situation was brought up for discussion during the meeting.

General Tan Tao-yuan, commanding officer of the 50th Division, accompanied by his vice-commander, Yoh Shi, and secretary Chow Yu-san, flew from Nanking to Hankow on June 5. His troops have been transported to Hankow to wait orders.

Steps Against Insurgents.

General Lu Te-ping, Chairman of Kwangsi, has instructed General Chang Fei-chen to take steps against the Kwangsi insurgents.

General Lu Te-ping and Chin Hsueh-tung proceeded to Kiu-king on June 4. Shortly after their arrival they assembled all the subordinate officers for personal instructions. The Field Headquarters of General Lu will be at Kiu-king, in order to facilitate the command of the Nanchang-Kiu-king and Chuchow-Pinghsiang lines, to deal with the menace of the Ironsides and Kwangsi-ites.

Division in Pursuit.

According to a wire from the Field Headquarters of the 61st Division at Penchow, the vanguards of the 7th Brigade, having passed Yungchow on the morning of June 3, are expected to arrive at Hsuechow on June 8.

The Yunnan Army which was sent by General Lung Yun, chairman of Yunnan, under instructions of Marshal Chiang, to assist in the Kwangsi campaign, is reported to have arrived at Lungchow and Liulung. The Yunnanese are being sent in two directions to exterminate such remnants of the insurgents as are found scattered in the province.—Canton News Agency.

CHINA & GOLD BASIS.

Views of the Minister of Finance.

GRADUAL CHANGE.

China's Currency System Admitted To Be Defective.

The financial recommendations by the American Kemmerer Commission of financial experts will be fully discussed before action is taken toward improving China's admittedly defective currency systems, according to Mr. T. V. Soong, the National Minister of Finance.

So convinced is Mr. Soong of the wisdom of sifting and winnowing public opinion in this vital matter that he is taking steps to prepare a pamphlet embodying the points of view brought out by a recent publication of the Kemmerer report, he told the United Press.

"We want to do everything possible to encourage and disseminate free expressions of opinion," said the Minister. "So important is this matter that it is vital that we have public opinion behind us in what we do."

"Therefore we shall not act suddenly or without thorough and careful consultation. Many interesting ideas have already been brought forward in the Chinese Press, and these dissenting and supporting opinions will all be represented in the booklet which it is our purpose to publish. We welcome constructive criticism as a means of working out a procedure which will be beneficial to the whole country."

Report Denied.

It is not a fact, according to Mr. Soong, that steps have already been taken toward issuance of Mr. Kemmerer's proposed "sun dollar," on a gold basis, in the province of Chekiang and Kiangsu—two rich provinces centring on Shanghai. While such a course is the one recommended by the commission, the Minister feels it vital that nothing be done hastily, since such a course might turn public sentiment against the whole scheme.

As analysed by Mr. Soong, the Kemmerer proposals for shifting China from a silver to a gold basis have two outstanding points of interest.

A Gradual Shift.

First, the shift is to be a gradual one. There is to be no effort to change China's chaotic currency system overnight, on a wholesale scale; instead, the move is to be made province by province, on a thoroughly conservative and apparently quite workable plan.

Second, the government is to profit by liberal seigniorage, or difference between the cost of bullion and the face value of the coin made from it. This is expected to smooth the path for a government already burdened with heavy expenditures and hardly in a position to indulge in enterprises involving additional expense.

A Major Problem.

For the time being, the sensational decline in the price of silver is providing a major problem in Chinese government finance. The shoe pinches particularly in the matter of China's payment of principal, on foreign debts.

In spite of the fact that it now takes many more Chinese dollars to cover a given gold-basis interest payment than it did a year or more ago, Mr. Soong's Ministry is adhering to a policy of strict and prompt payment of obligations in a fashion which financial experts believe may before long make capital available to the National Government on more favourable terms than prevailed heretofore.

THE DETECTIVE WON!

A Chinese, who gave his name as Wong Sze-kun, and who stole 94 cement sacks, from the Foo Lung lorry depot at Cheung Lok Street, was at the Kowloon Magistrate's yesterday sentenced to one month's hard labour.

Defendant was caught after a long chase by Sergeant Danbrow, along Chi Wo Street, then down Jordan Road, and finally at the Gas Co.'s premises in Nathan Road.

ENTICED AWAY.

Boys' Clothing Changed in a Temple.

SMART POLICE WORK.

The maximum penalty of one year's hard labour was passed on a widow and a married woman, named Li Oi and Chan Yau, respectively, at the Kowloon Magistrate's yesterday morning, when they were convicted by Mr. Whyte-Smith on a charge of kidnapping two Chinese boys, aged 6 and 9, from their parents at Yunnan Lane.

Sub-Inspector Evans prosecuted on behalf of the Police, while the defendants, both of whom appeared in the dock, were not legally represented.

Both women pleaded:—"We have not kidnapped the boys. Two men, who are total strangers to us, told us to take the two boys to Sum Chun."

His Worship took that as a plea of "not guilty," and evidence was then called.

"He is My Son."

The first witness, Police Constable Li Shing, stated:—"At 1.30 p.m. yesterday, I was on duty on the Yau-mat Railway Station. I saw the first defendant with the boy, Wong Mun, holding her hand, going through the barrier to catch the train for Sum Chun. I asked the first defendant, Who is the boy? He is my son, was her reply. Where have you come from, I asked. First defendant replied, From Canton."

"The second defendant was following the first defendant with the second boy, Leung Ngau. I asked the second defendant who the boy was, and she said, He is my nephew. I asked the second defendant where she was taking the boy. She said: The boy's father is in Canton. I disbelieved them and took them to the Mongkok Police Station. On the way to the station I said: Look here, you must tell me the truth, because your statements can be verified later. Then the second defendant said: Let me tell you the truth now. Two men handed the boys to us to take to Sum Chun. They have given us \$10 each for doing that."

Told What to Say.
This concluded the evidence, and defendants intimated that what the constable had said was true, and that also they had been told what to say.

His Worship remarked that that was quite likely.

The mother of Wong Mun, the first lad, spoke of having misled her son on Friday, and being summoned to the Mongkok Police Station later on in the day, when she found her lost son, who had been missing since meal time in the morning. Similar evidence was given by the father of the second boy, while both speakers told the Court that their sons' clothing had been changed by the kidnappers—a very common practice.

"Fish Sweets."

Sub-Inspector Evans intimated to his Worship that there was evidence to show that the two boys were enticed away from their homes on Friday morning by an older lad, under the pretext that he would buy them some "fish sweets."

The two boys were taken to the Yau-mat Railway Station, and on the way they met the two women, who took them to a certain temple where they changed the two lads' clothing.

After hearing the evidence of the older of the two kidnapped lads, his Worship, addressing the defendants said: "Convicted of kidnapping. You will each be sentenced to twelve months' hard labour."

Police Congratulated.
His Worship, through the interpreter, congratulated police constable Li Shing on his good work, and pointed out that he thought the children would never be seen again had it not been for his arrest.

The police officer endorsed his Worship's kind remarks, and intimated that Li Shing did a good piece of work on his part.

His Worship: I suppose this will be taken notice of departmentally? Sub-Inspector Evans: Yes, I will bring it to the notice of the D.S.P. (Kowloon).

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